



NAVY NEWS

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FINAL DESTINATION

TAURUS TRAIL ENDS
IN DEVONPORT

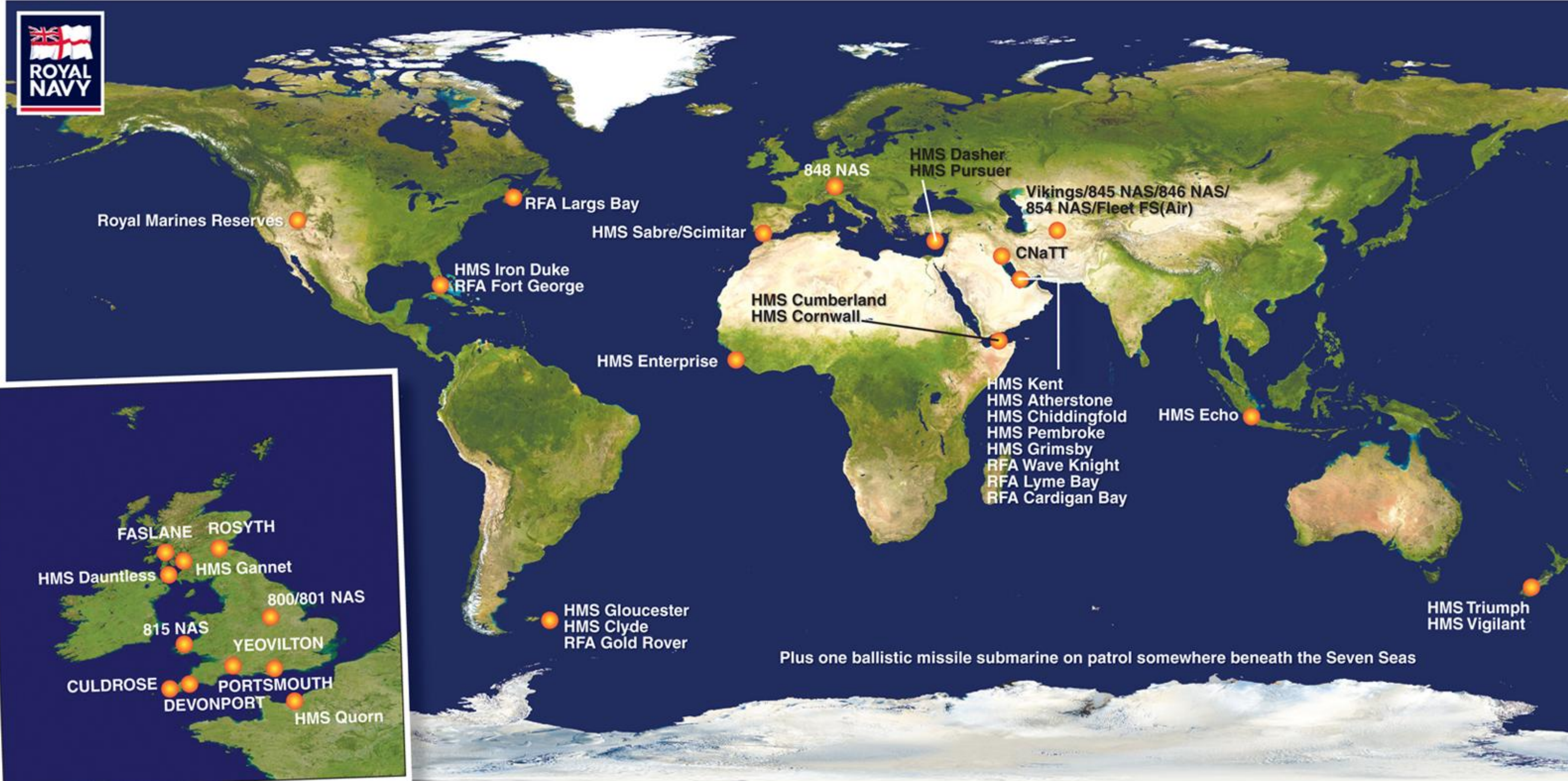
HOT 'N' HIGH
COMMANDOS GO TO
CALIFORNIA

IRON WILL
DUKE SEIZES
£33M DRUGS

HMS Cumberland launches her sea boat in
becalmed seas off the Horn of Africa as part of
the Royal Navy's concerted effort against pirates.
Picture: LA(Phot) Steve Johncock, FRPU West

ANGLE OF ATTACK





Fleet Focus

AND so that was summer. Blink and you missed it.

Well, blink and some of you missed it. But not the poor lads and lasses east of Suez. It's 40-plus degrees Celsius there at this time of year.

The Gulf has rather become a 'forgotten theatre' with media emphasis on the bitter fighting in Afghanistan and chasing pirates around the Indian Ocean.

But the RN is still there – and still there in force: four minehunters (**Atherstone**, **Chiddingfold**, **Pembroke**, **Grimsby**), one frigate (**Kent**), and three RFAs (**Cardigan** and **Lyme Bays**, **Wave Knight**) comprise Britain's naval support to the Gulf region (see pages 24-25).

It's a part of the world the men and women of **HMS Richmond** know all too well; they're back in Portsmouth after six months guarding Iraq's oil platforms (see page 6).

Outside the Gulf, **HMS Cumberland** and **Chatham** support the international effort against pirates/smugglers/drug-runners and the like in the Indian Ocean (see page 16).

It's almost as sticky in the Caribbean, where **HMS Iron Duke** scored a significant bust within days of beginning her counter-narcotics patrol (see opposite).

It's certainly sticky in West Africa, where survey ship **HMS Enterprise** has been helping to train the tiny navy of Sierra Leone (see page 5).

The Taurus task group has been where it's sticky (Far East) and now it's home. It rained when **HM Ships Bulwark**, **Albion** and **Somerset** left Devonport back in February... and it rained when they sailed back last month, although that didn't dampen the welcome (see pages 4 and 5).

Home too is **HMS Manchester** back in Pompey after half a year in the South Atlantic/Pacific; she was blessed by a glorious summer's day in the Solent (see right)...

... while sister ship **HMS Gloucester** traded places with her in the Falklands, delivering some artefacts of the 1982 to the islands' museum in the process (see page 8).

The bravery and devotion of the fliers of **HMS Gannet** has been recognised by locals with the Freedom of South Ayrshire (see page 8).

And from Ayrshire to air shows (groan – Ed). **Culdrose Air Day** just got off the ground thanks to rotten weather in Cornwall (see page 20). On display was the Fleet Air Arm's 100th anniversary 'Balbo' flypast – which took the top gong at RIAT (also see page 20).

The fliers of **815 NAS** have been testing the latest souped-up variant of Lynx with some live firings of Sea Skuas off the Welsh coast (see page 9).

HMS Daring commissioned in Portsmouth with her sponsor the Countess of Wessex in attendance (see page 11), while her sister **HMS Dauntless** has completed her second period of trials in impressive fashion (see page 13).

With their boat in refit, submariners from **HMS Triumph** headed to New Zealand for (very wet) adventurous training (see page 8), while the T-boat herself is our 'ship of the month' (see page 12).

After an extended period away on operations, **Triumph's** sister **HMS Turbulent** renewed acquaintances with the good folk of Warrington by visiting the Cheshire town (see page 13).

HMS Quorn has raised the NATO flag with an international minehunting force and paid tribute to her predecessor off Normandy (see page 6).

And finally, **Admiral Sir Jonathon Band** stepped down as Britain's ranking sailor after three years at the helm – but not before a farewell visit to the **Gibraltar Squadron** who took him for a spin around The Rock (see page 7).

The toast of Manchester



MANCHESTER. Sunshine.

Words which are not necessarily natural bedfellows.

But on a glorious summer's day (yes, there was one...) on the Solent, **HMS Manchester** came home after 198 days away, having sailed three oceans (North and South Atlantic and the Pacific) and passed through two canals (Patagonian and Panama) clocking up 28,500 nautical miles in the process.

The veteran Type 42 destroyer left Portsmouth at the beginning of the year to serve as guardship for Britain's South Atlantic dependencies, notably the Falklands and South Georgia, duties which devoured a good half of the deployment.

Manchester joined **HMS Clyde**, the RN's permanent presence in the Falklands, and tanker **RFA Black Rover** for the regular Cape Bayonet exercise with the local Army (the Mercians) and RAF units.

The destroyer's 4.5in main gun was in action for three hours pounding 'enemy' positions with in excess of 100 high explosive shells during Cape Bayonet (held every six weeks on

the Falklands to test the combined response of the three Forces to any threat).

From 'war' to peace, and there can be few more tranquil places on earth than South Georgia, visited by Manchester in company with **Black Rover**.

Roughly eight in ten Mancunians got ashore on this far-flung outpost of empire. Their visit coincided with one by the Princess Royal who had made the lengthy journey to open a hydro-electric plant powering the British Antarctic Survey's research station.

After all that ice and snow, it was time to warm up a bit with a visit to Rio for a mix of downtime and working with charities supporting the city's street kids.

After another spell around the Falklands, including anniversary events of the 1982 conflict, then it was farewell South Atlantic, hello Pacific (via the Patagonian Canals and Magellan Strait).

Once in the Pacific, the Type 42 made for Chile to take part in a major naval exercise, **Teamwork South**, (featured in our August edition).

That was the last act south of the equator. After passing through the Panama Canal, Manchester paid a rare visit to Cartagena in Columbia to discuss combined efforts to strangle the illegal drugs trade on the high seas.

The final stop was Bermuda for the islands' 400th birthday celebrations. The archipelago was settled by Admiral George Somers back in 1609 after his flagship **Sea Venture** was wrecked. Bermudians re-enacted Somers' landing before holding a service of thanksgiving on the beach, supported by a marching platoon from **HMS Manchester**.

And then across the North Atlantic and home.

"My ship's company return to the UK proud of a job well done and looking forward to a period of recuperation," said CO Cdr Paul Beattie.

"We return to the UK having made a significant contribution to the security of the Falkland Islands and the counter-narcotics effort in the Caribbean and Atlantic Oceans."

Picture: LA(Phot) Christopher Browne, FRPU East



Iron and fire

BURNING fiercely, this is the moment a 'go fast' drugs boat met its end at the hands of HMS Iron Duke.

Just one week into her counter-narcotics patrol, the frigate pounced on a speedboat carrying cocaine with a wholesale value of more than £33m (the street value's roughly double that) as it raced away from the South American coast by night.

The Type 23's Lynx was sent up to investigate a fast-moving contact. When it found the speedboat, crew started to toss bales over the side into the ocean.

That was sufficient proof for Iron Duke to launch her sea boats with RN and US Coast Guard teams aboard who ordered the go-fast to stop.

It did, and although the Coast Guards found no cocaine aboard, Iron Duke's boats scooped up numerous bales from the briny.

The go-fast's crew were arrested and the speedboat itself was promptly destroyed by the upper deck guns of Iron Duke because it posed a hazard to shipping.

"This is a good start to our North Atlantic deployment – after only one week on patrol the ship has made a significant seizure of cocaine," said Iron Duke's Executive Officer Lt Cdr Alasdair Peppe.

That lightning start to the deployment earned the ship media coverage locally, nationally and internationally – with a healthy collection of cuttings building up on board.

Such media attention, says Commanding Officer Cdr Andrew Stacey, is an important fillip to morale – like the busts themselves.

"The ship's company received recognition for a job well done – once again reminding the wider public of the relevance of the Royal Navy."

The next port of call was the Commonwealth island chain of St Vincent and the Grenadines.

The small nation has proved a fruitful recruiting ground for the RN in recent years – and HMS Iron Duke is no exception.

Rarely do Vincentian friends and family get the chance to see their loved ones in action, so when the frigate anchored off the isle of Canouan, a good number *carpe diem*-ed (*made-up verb* – Ed).

The tiny island (4½ square miles – less than half the size of Portsmouth) is home to fewer than 2,000 inhabitants. One, AB Logs Gregory King, serves in the Iron Duke.

Some 30 of his friends and family, plus fellow Vincentians, jumped into Iron Duke's sea boats and climbed aboard for a tour of the warship plus a barbecue on the flight deck organised by the Petty Officers' Mess.

"Guests who'd never previously been on board a warship were extremely impressed with the ship and how we operate," said LLogs Imran Soloman, who hails from St Vincent.

"They were pleasantly surprised with the standards of accommodation and enjoyed the visit."

After another spell of anti-drugs patrols with her embarked United States Coast Guard

detachment (sadly no busts on this occasion), Iron Duke arrived at the lush French island of Martinique.

There, a meeting with French counter-drugs experts awaited the frigate's command team as they shared knowledge about the narcotics trade in the region.

There was the obligatory official reception for 100 French military officials and Martinique dignitaries, which concluded with a traditional ceremonial sunset.

And finally, there was a chance for some fun. The unbeaten rugby team (it had already triumphed over a US side in Key West at the start of the deployment) took on the *armée de terre* on Martinique. The French were seven men short of a full squad, so the Iron Ducks kindly loaned them the requisite players.

It didn't help the French. Iron Duke built up a 34-7 lead before the soldiers waved the white flag and decided enough was enough.

"Iron Duke is a very sporty ship and we have a strong and social rugby team," said rugby team manager POMEM(M) Stu Vickrage.

Equally chuffed were Iron Duke's footballers who added to a victory on Cayman Brac with a defeat of Martiniquers.

Teams of sailors headed up the volcano Mount Pelée (which famously erupted in 1902 to terrible effect although in 2009 it's mercifully dormant), while others scuba dived off Diamond Rock (once *HMS Diamond Rock* when a naval garrison was stationed there to harass the French during the Napoleonic Wars).





'A new experience for so

YOU wait six months for a warship and then three turn up in the space of six hours.

10.45am, HMS Bulwark. 1.45pm, HMS Somerset. 4.45pm, HMS Ocean.

The Taurus 09 deployment ended, as it began, on a grey day in Devonport (albeit with a difference of about 15°C).

It's been more than a decade since such a task group was mustered by the RN and sent to the Far East.

At its peak the task group numbered ten surface vessels, one nuclear submarine, one tailored air group and one commando group (40 Cdo) – 3,300 men and women in all.

They reached 114°E – or for those whose longitude's a little hazy, Brunei.

On their way there and back, the sailors and marines exercised with the Armed Forces of Saudi Arabia, Yemen, Bangladesh, Singapore, Malaysia, Australia and New Zealand.

Commando Rajah in Brunei was the high-point of the exercises, intended to test all the ships and Royals had learned on the journey east in the demanding riverine and jungle environment of the sultanate.

For the record, Taurus comprised at various times HM Ships Bulwark, Ocean, Argyll, Somerset, Echo, Trafalgar and Talent, RFAs Mounts Bay, Lyme Bay, Fort Austin and Wave Ruler, 40 Commando, 539 Assault Squadron RM, Fleet Diving Unit 2, 820 and 847 NAS, USS Mitscher, FS Duplex.

Visitors included the former and present First Sea Lords, Admiral Band and Stanhope respectively, a film crew from Granada TV producing the next series of *Warship* for Channel 5, and defence industry bigwigs who used some of the task force as a backdrop for a sales exhibition in Singapore.

Less welcome visitors were held at bay; HMS Somerset supported the concerted effort against Somali pirates by working with Yemen's coastguard and gathering intelligence on the suspected brigands by flying her Lynx up and down the coast.

On the way home through Suez, 81 Somerset officers and sailors 'rowed' the canal, each one rowing two kilometres as quickly as they could, achieving the distance in a total of 10 hours 40 minutes.

All in all, said Somerset's Commanding Officer Cdr Andrew Burns, in varied locations and performing varied tasks, his sailors had delivered "good value for money for defence and UK plc."

Aboard HMS Ocean, 19-year-old NA Elliott Mather found a friendly face in a brand new naval uniform waiting for him.



● Father's day... A hug for dad from AB(Sea) C Wilkinson as Ocean returns to Devonport and (right) a look of love from HMS Somerset's AB Tony Lee

Pictures: LA(Photos) Dave Hillhouse and 'Chilli' Carney, FRPU West

In the six months that the helicopter carrier had been away, his oldest brother Tom walked through the gates of HMS Raleigh... and out again nine weeks later as a fledgling naval airman.

Tom is the third Mather to join the Royal Navy; middle brother Courtney is currently aboard HMS Liverpool in Portsmouth, although he opted for life as a seaman specialist.

All three were reunited on the flight deck of the Mighty O.

"I'd been counting down the days until I would see my family again, especially Tom," said Elliott. "I'm delighted he has passed out of training and I couldn't wait to congratulate him."

"The deployment has been an amazing time in my career."

"I'm sure every time I look

back at it I will realise how much fun I've had."

Proud mum Wendy added: "Seeing the three boys together all in their uniform was the best day of our lives."

"As a nation we tend to only hear the bad things about young people, but one only has to look at the young men and women of the Royal Navy to know that our future is in safe hands."

The long journey home allowed the task force flagship to reflect on the deployment's achievements (see below) and tally some impressive statistics (see opposite).

But despite sailing half way around the world, there are some constants.

"We left in gloomy wet weather...

and we returned in wet weather, nothing changes," sighed Bulwark's CO Capt Wayne Keble.

"We did have a rapturous welcome to make us feel at home again."

"This was the largest naval task group to go to the Far East in more than ten years. This was a new experience for so many of us."

All the razzamatazz, pomp and ceremony of a homecoming isn't for the RFA. They get the job done with quiet professionalism.

The task group's supporting tanker, Wave Ruler, also arrived in Devonport (the day before the trio of warships) – minus the fanfares.

Although the oiler supported Taurus throughout, her port visits were fewer and further between

(just five – Taranto, Souda Bay, Sembawang, Valletta and Gib). She did, however, add more than 35,000 nautical miles to the odometer, work with vessels from 16 nations and provide fuel and other supplies on 100 occasions.

"Once we were east of Suez, Wave Ruler became the sole support ship to the group. The flexibility and speed of this modern auxiliary increased the overall capability of the group – far beyond that by a basic tanker," said her CO Capt Rob Dorey RFA.

■ OCEAN, Bulwark, Somerset and Trafalgar will all be on show to the public during Navy Days in Devonport (September 5-6), while some of Somerset's ship's company will be joining the Royal Navy Presentation Team when it visits Wells on September 22.

'Grasp these opportunities with both hands...'

CDRE Paul Bennett (pictured right) directed the second half of the Taurus deployment as Commander Amphibious Task Group, taking over from Cdre Peter Hudson.

Here he outlines the lessons and achievements of the largest amphibious force the Royal Navy has sent to the Far East in a decade.

“TAURUS has been a real success. It's gone as well as we could have possibly hoped for, in that we've achieved everything that we set out and more.

The Navy has proven here that it can absolutely do the business that Defence needs from it.

The two major exercises in Turkey and Brunei have truly proven that we've got a really sound amphibious capability.

And after a little bit of time without exercising it – because the Royal Marines have been heavily committed to Operation

Herrick in Afghanistan and the ships have been doing other things – we have proved that we've still got many of the skills and we've refined them.

The other element is our underwater warfare capability – we've exercised over 300 hours, the sort of thing that we've done very little of.

There are very few opportunities to exercise these very important capabilities, so when we do we must grasp them with both hands which is what we've done.

And then finally, there has been the engagement with about 17 different nations, some regular partners (like the United States and the French) but many (like Saudi Arabia, Bangladesh and Yemen) are high-priority countries for us because of their support for counter-terrorism.

We have learned hundreds of lessons.

We have learned lessons about ourselves, we've certainly



learnt lessons about our ships and aircraft and submarines in how they operate in all these various different climates – and we've operated in temperate, desert, riverine and jungle

environments.

So we've tested our people and our units extremely intensely, and we've learned a huge amount about how to operate as a task group.

It's something that we aspire to do quite a lot, we haven't done it as much as I think we would like to.

It is the fundamental warfighting unit that the Navy would deliver.

The ships have performed so strongly, and the fact that we've been able to do that 10,000 miles away from the United Kingdom and at such high levels of operational intensity, is testament to what they've achieved – whether that's a chef, an engineer, or a warfare specialist.

We had up to 3,500 people involved in Taurus – Royal Marines, Royal Navy and Royal Fleet Auxiliary, plus around 250 US Navy personnel aboard the Mitscher.

And as I've been going around the task group, I've been able to say absolutely with my hand on my heart that they've done extremely well.

The thing that people have talked to me about is the variety of their experiences.

We're all professional people so being able to see amphibious capability sat off Brunei with six or seven ships all putting Royal Marine Commandos on to the beach at three o'clock in the morning, with helicopters and landing craft all over the place is a real buzz.

People have also told me as I've gone around, that this wasn't really just a six-month deployment – it was a six-month deployment plus a good six months of pretty hard preparation.

So they're looking forward to some well-earned leave, seeing their families.

I couldn't be more delighted with what they've done.”

Capital investment

YOU won't see much of HMS Westminster in her home port for several months as she undergoes a £11m revamp in Devonport.

The Portsmouth-based frigate is the latest of the Type 23 fleet to receive the next-generation Seawolf missile system which is currently undergoing trials with HMS Sutherland.

The existing trackers which are the 'ears' of the air defence system are being refurbished and the computer wizardry underneath them completely overhauled.

The result effectively doubles the range at which the ship should be able to intercept incoming missiles.

Whitehall reckons the SWMiLU (Sea Wolf Mid-Life Update) will allow Britain's frigate fleet to track targets the size of a cricket ball travelling at twice the speed of sound from more than 20 miles away – and launch a salvo of two Seawolves to destroy them.

As well as the next-generation Seawolf system, Westminster (pictured above by PO(Phot) Sean Cleve in the 'frigate shed' at Devonport) will receive a new 'brain' – her command system co-ordinates the air, surface and sub-surface battle – DNA(2).

It's also becoming standard across the frigate fleet and shares much of the technology and features found on Type 45 destroyers.

Rather than designing bespoke kit for the RN to power this new system, Whitehall is buying computer technology 'off the shelf' which makes DNA(2) cheaper and easier to maintain.

Also on the technology front, Westminster becomes the first warship to receive the DII(F) e-mail/intranet/internet system – which will allow the ship's company to better share information with the rest of the Armed Forces.

Other work the 'capital ship' will be subjected to during her revamp at the hands of Babcock includes tweaking her Sonar 2087 kit and improvements to the main 4.5in gun which should enhance its range and accuracy.

She's due to return to sea in March.

Don't forget Navy Days...

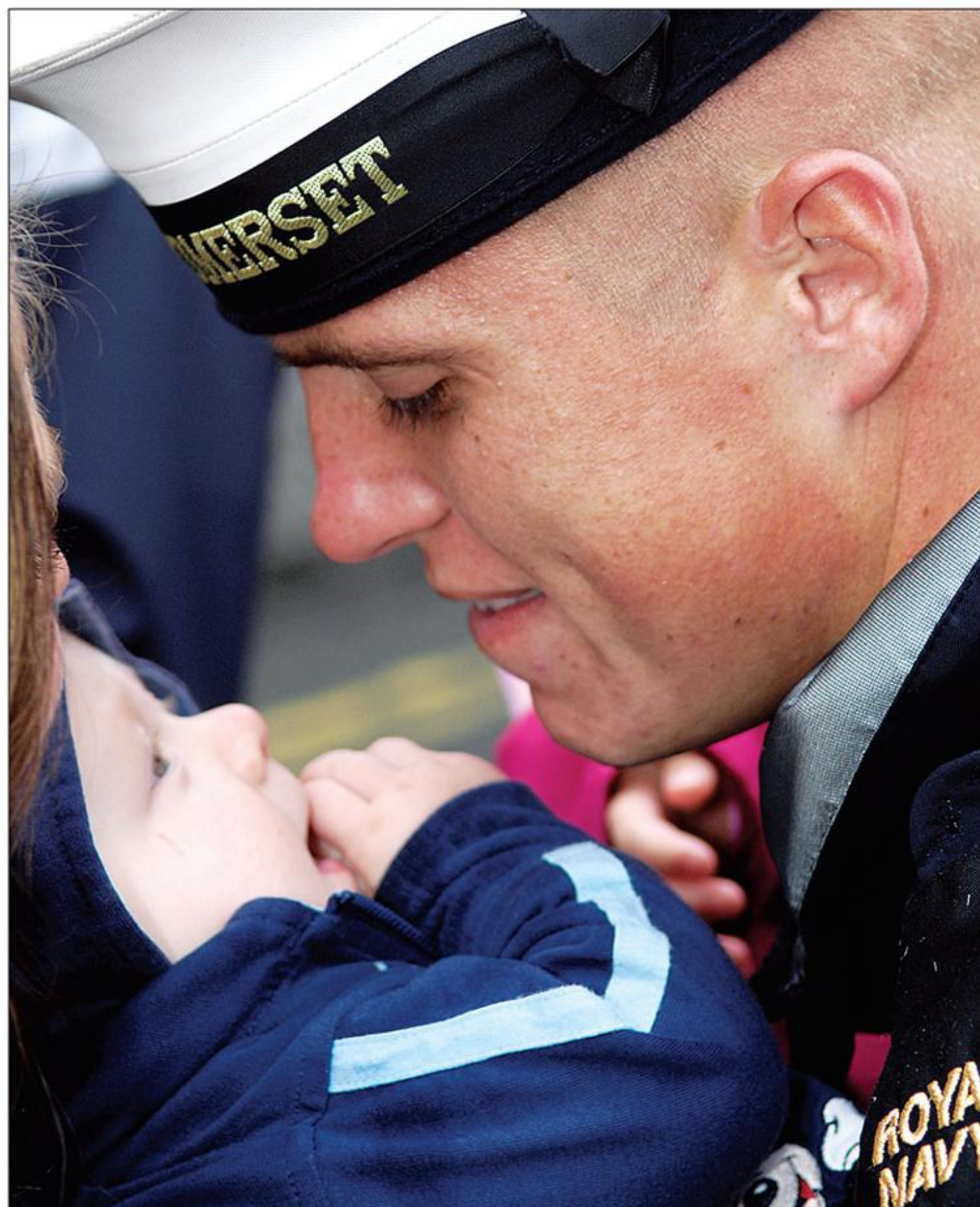
... WHICH this year are spread over the weekend of September 5-6.

Aside from attractions battleship grey, there will be an extensive RM presence at the show, including a demonstration of how the commandos deal with pirates.

As well as that display on and above the water, there will be a substantial marines exhibition ashore, with kit including the Viking and Jackal vehicles, hovercraft, and artillery all on show. The men of 42 Cdo, 539 Assault Squadron and RM and 29 Commando Regiment RA will be on hand to explain their roles.

Ticket prices range from £3 for children to £20 for a two-day pass for adults if you buy in advance. Details at www.royalnavy.mod.uk/navydays

many of us...'



Statistical survey

WHAT does it take to send an amphibious flagship half way around the world for six months?

Well, let the good folk of HMS Bulwark explain.

As the assault ship made her way home to Devonport after leading the Taurus 09 deployment to Brunei among a myriad of nations visited, the ship's company has compiled some statistics to sum up their efforts.

Typically the ship's company numbers around 350, but for Taurus there were usually 250 Royal Marines aboard.

The commandos took part in seven exercises in four different combat environments – desert, temperate, jungle, riverine (Saudi Arabia, Cyprus, Brunei and Bangladesh respectively).

To that end they needed 178 rolls of black masking tape, 152 tubes of camouflage cream, 198 tubes of mosquito repellent, 40,000 litres of bottled water, and 4,000 rolls of toilet paper. They also loosed 15,368 rounds of ammo.

The ship's supply chain transported 16 tons of stores to 12 nations to keep Bulwark running...

... while the chefs, sorry, logisticians (catering services (preparation)) served 83,000 sausages, 89,000 eggs, 99,600 slices of bacon to keep the ship's company going.

They also baked just shy of 5,000 loaves of bread, cooked 4,150kg of beef and 66,400kg of potatoes.

And ahead of one six-week period at sea in the Far East, they spent £110,000 stocking up the fridges, freezers and pantry.

All that food has to be served – and all those dishes have to be cleaned. Enter 2,000 litres of washing-up liquid to leave 125,000 pieces of crockery and cutlery sparkling.

And despite all that, the sailors were still peckish. Good job there's a NAAFI aboard.

It sold more than 60,000 bars of chocolate and 3,200 bags of Haribo sweets, plus 38,500 bags of crisps, washed down with 62,000 cans of pop.

Now all those sweets and crisps can't be good for you. Ask Bulwark's dentist who saw 1,014 patients, x-rayed 346 and drilled and filled 686 teeth. Oh and there were 15 extractions (ouch – Ed).

Meanwhile next door in the sick bay, the medics applied over 4,000 plasters and filled 100 bags with clinical waste (too much information – Ed).

The laundrymen washed, dried and ironed 30,000 sets of No.4s or Combat 95s, 2,869 chef's uniforms and 14,063 tea towels.

And the best statistic of all. One homecoming.

15,368 rounds



4,000 rolls



40,000 litres



38,500 packets



60,000 bars



83,000 bangers



178 rolls



66,400kg of potatoes



62,000 cans



0 sprouts



99,600 rashers



89,000 eggs



30,000 sets of No.4s ironed



'prise for effort

SURVEY ship HMS Enterprise's prolonged spell in and around Sierra Leone has allowed her sailors to link up with international advisers teaching and training the nation's Armed Forces.

Twice the ship's company have left the survey vessel behind and headed to Murray Town Naval Base, home to the Republic of Sierra Leone Armed Forces (Maritime Wing) – the Sierra Leonean Navy.

That navy is a mere five times larger than Enterprise's ship's company. Not only is it small (its forces comprise a handful of patrol boats and RIBs), but its finances are extremely limited (the total budget for the entire armed forces is only around £10m).

What it lacks in resources, it makes up for in attitude, as the three-strong team loaned by Enterprise for a spell of realistic training found.

The XO of the naval base told the Brits "all of my sailors are bulging to feed off every word to further our knowledge".

LS Jason 'Jay' Flay showed a class of a dozen sailors basic rope work, rope handling and the art of seamanship.

His engineering shipmate PO 'Jim' Watt assisted the international trainer, Canadian WO Bill Cumby, in showing how to maintain an outboard motor.

And Surg Lt Fiona Smith shared her experiences of coping with casualties at sea, demonstrating new or alternative methods and how to improvise with the fairly rudimentary kit they have (pictured above).

After a morning in the classroom, the Enterprises headed on to the water in an 11ft open-top patrol boat to turn theory into practice.

The naval base sits at the mouth of the Sierra Leone River – and hence can be exposed to the full force of the Atlantic. Luckily for the crew and their RN guests, the gods were kind.

The Sierra Leonean sailors demonstrated what they had learned at the hands of the Enterprise team with a man overboard exercise.

"The team witnessed the enthusiasm and professionalism of a team that does so much with so little," said Surg Lt Smith.

Chatham's in her prime

IT'S coming of age time for the good ship HMS Chatham.

The youngest of the last four Devonport-based Type 22 frigates still in service with the RN has marked her 21st birthday with a 'party' (plus cake naturally).

A lot's changed in those 21 years. Swan Hunter no longer build ships. Chatham's acquired a (semi-official) motto, Up and at 'em, plus a mascot, Mighty Mouse.

But there are some constants, not least the ship's sponsor, Lady Roni Oswald, who follows the warship's progress avidly.

She performed the honours as Chatham crashed into the Tyne one January day in 1988. She was there too when the ship was commissioned on a spring day in 1990. And she took the salute in the unusual surroundings of Portsmouth Naval Base for the 21st anniversary commemorations.

Chatham is working up towards a spell of FOST later this year, followed by deployment in early 2010.

That work-up took the Type 22 to the eastern English Channel. On her way back to Devonport, the ship diverted to Portsmouth for the birthday celebrations.

Lady Oswald was accompanied by her husband, former First Sea Lord Admiral of the Fleet Sir Julian Oswald, for the occasion; he inspected the ship's company.

His wife meanwhile presented Long Service and Good Conduct medals to PO Joseph Banks and LLogs Greg Mold, then enjoyed a slice of cake, ably cut by the CO's wife Angela Huntington and Chatham's youngest sailor, AB Alexandra Turner.

With proceedings done and cake scoffed, the ship hosted her affiliated Sea Cadets of TS Anson in Dartford.

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Living it Largs

EIGHT months in the Atlantic Ocean are up for RFA Largs Bay which is enjoying a break in Portland after landing soldiers, chasing drug runners, presiding over nautical races and celebrating birthdays.

The latter was no ordinary anniversary, but the 250th birthday of Halifax Naval Base. Canada was the final port of call for the auxiliary landing ship who began her eight months away 9,000 miles from home.

Largs Bay became the first of the new(ish) Bay class to visit the Falklands, taking part in the regular Cape Bayonet exercise and showing what a large amphibious ship can bring to the party.

From there she edged her way up the eastern seaboard of South America, via Rio and Recife in Brazil, before taking up Atlantic Patrol North duties in the Caribbean as part of Britain's commitment to her overseas territories and the war on drugs.

Besides conducting counter-narcotics patrols with the regional authorities, Largs took part in disaster relief exercises with search and rescue and emergency services in Jamaica and the British Virgin Islands.

In Bermuda, the amphibious support ship served as the 'start line' (and host for race officials) for the Atlantic Tall Ships Challenge.

Wherever Largs Bay goes, so too her mascot, Vik the Viking (a small doll with very ruddy hair/beard). He survived an encounter with an alligator in South Carolina, enjoyed a baseball game, went snorkelling in the Caribbean, and even enjoyed a night out at Hooters (*sailors in a bar with scantily-clad waitresses, whatever next?* – Ed).

Sadly he and his shipmates missed out on the launch of the Space Shuttle Endeavour when the RFA visited Port Canaveral; the rocket's launch was delayed by bad weather.

In all, Vik and Largs Bay travelled more than 30,000 miles calling in on ten nations/overseas territories.

The last port of call was Halifax in Nova Scotia (where the RFA renewed acquaintances with the Tall Ships fleet) and those 250th birthday celebrations.

The weather in Canada befitted the real Largs Bay in Ayrshire: fog and drizzle – perfect preparation for the ship's company and their return to the UK at the height of the British summer.

"It's fair to say that we have made an impact in all the ports that we have visited," said Capt Trevor Iles RFA.

"Supporting UK interests in both the North and South Atlantic has presented many challenges, but has been a rewarding experience for all involved."

Sailor on £1m drugs charge

A SAILOR from HMS Manchester has appeared in court charged with smuggling 12kg of cocaine.

Luis Teresa Matos, 36, of Contsworth Court, Gateshead, was arrested by RN Police in Plymouth just one day before the destroyer returned home from her South Atlantic deployment.

The junior rating was subsequently charged with smuggling drugs after 12kg of cocaine was allegedly found in Matos' locker on the ship.

Matos appeared before magistrates in Plymouth and was remanded in custody until her next appearance in court on September 15.

Three men from the London area – all civilians – have also been charged in connection with the find aboard Manchester.

They appeared before Portsmouth magistrates and were also remanded in custody.

Exceptional Richmond

WITH the media focus on the conflict in Afghanistan, Britain's operations in Iraq have almost become forgotten.

But not by the ship's company of HMS Richmond whose six-and-a-half-month deployment safeguarding the country's economy are finally up.

The Portsmouth-based frigate became the latest guardian of the KAAOT and ABOT oil terminals at the tip of the Gulf.

RN vessels have protected the two platforms, responsible for nine tenths of Iraq's income, since Saddam Hussein was toppled six years ago.

And although British forces have mostly pulled out of southern Iraq, the Navy's commitment there remains unchanged: sailors and Royal Marines are still training the country's new navy, and ships like Richmond (her sister Kent has just taken over from her) are still patrolling the terminals.

If not a thankless task, then it's certainly repetitive and most definitely very hot, as CPO Dave Hamlyn found out.

Determined to give something back during Richmond's time away, he vowed to do a run for Help for Heroes.

The 837 miles from John O'Groats to Land's End seemed a little daunting so he (fittingly) settled on a round trip from Richmond, Surrey, to Richmond, North Yorkshire, just shy of 500 miles.

In fact, pounding the Type 23's upper deck, the senior rate clocked up some 600 miles – and collected almost £4,000 for the Forces charity.

It's not been all patrols and panting for the sailors, thankfully. There was downtime in Dubai, Bahrain, Kuwait (where Richmond also hosted an official reception for the Duke of York), and Al Jubail in Saudi Arabia (which hasn't seen a British warship in five years).

"I am extremely proud of the sailors on HMS Richmond who've worked so hard," said Commanding Officer Cdr Mark Southorn. "Their contribution has been exceptional."

Lest we forget that every destroyer or frigate carries a ship's flight, the airmen of 829 NAS clocked up more than 200 hours airborne – thanks to the efforts of their groundcrew.

A 14-strong team from Culdrose deployed with their helicopter for the duration of Richmond's tour of duty, taking the first Royal Navy Merlin carrying a 'defensive aids suite' (protection against heat-seeking missiles) into the front line.

They were treated to a separate homecoming from the frigate, meeting families on the Cornish tarmac.

Still in the Gulf, centre pages



Quorn pauses for tribute

PICKING up where her sister left off, HMS Quorn has taken over from HMS Brocklesby as Britain's representative in an international force dealing with the detritus of conflict.

The Portsmouth-based minehunter has taken her place in NATO's Standing Mine Countermeasures Group 1, a seven-strong task group which prowls European waters dealing with leftover ordnance from two world wars as well as exercising with today's fleets.

Quorn's five months with NATO will see the force make a rare foray across the Atlantic to Bermuda and New York via Ponta de Portuga in the Azores.

More typical 'playgrounds' for the group will include the Baltic, Kiel and the waters of Belgium and France where the focus will be on disposing of wartime ordnance which continues to pose a danger to shipping, especially fishermen.

The waters off Normandy were particularly heavily mined six decades ago – and it was there that Quorn paused to pay tribute to the previous ship to bear the name (*pictured above*).

The previous Quorn, a Hunt-class destroyer, was part of the vast armada safeguarding the liberation of France.

In the small hours of August 3 1944, she was struck amidships – either by a German human torpedo (*Neger*) or by a motorboat packed with explosives (*Linsen*).

The blast tore Quorn in two amidships. She sank rapidly, taking four officers and 126 men down with her.

Sixty-five years to the day (if not the hour), and under suitably sombre skies, the present-day Quorn arrived over the resting place of her forebear and held a service of remembrance, before CO Lt Cdr Tim Neild cast a wreath into the Channel.

This is the second deployment in a year for Quorn's ship's company.

Until January they were in the Gulf crewing one of the two Hunts, Chiddingfold and Atherstone, supporting the Allied minehunting mission in the region.

Sea, sun, sand and... Glasgow

AFTER three years in the Gulf, the next foray for HMS Blyth was a rather shorter affair: a mere 28 miles.

The minehunter, which has recently returned from a lengthy stint in Bahrain (just short of 8,000 miles from Faslane) left Clyde Naval Base following some well-earned leave and turned left, not right, upon exiting the Rhu Narrows, making for the heart of Glasgow.

Her destination was the Glasgow River Festival, a two-day, er, river festival in the shadow of the city's science centre at Pacific Quay (*pictured right by LA(Phot) Gary Weatherston, FRPU North*).

And just as a reminder of Blyth's spell in the Gulf, organisers shipped in 50 tonnes of sand for the event (although admittedly this was more for beach volleyball and beach football than to recreate the Middle East for matelots missing a dusty environment...).

The Sandown-class warship was charged with opening festivities. Glasgow's first citizen, Lord Provost Bob Winter, climbed aboard to raise the festival flag, before being given a tour of Blyth.

"I am immensely glad that HMS Blyth could

attend – it wouldn't be a river festival without the involvement of the Royal Navy," said Cllr Winter.

The politician was the first of many civilians to look around the small vessel. In all, some 90,000 people attended the event, watching a host of activities on the Clyde from Zapcat racers to jet skis, seaplanes, and pirate ship battles, with a sizeable proportion of visitors crossing Blyth's gangway.

Among them one six-year-old Callum Hall from Motherwell, dressed in full Combat 95s plus his grandfather's green beret. The Halls were at the very front of the queue for Blyth as the festival opened.

"Callum and his brother are Royal Navy and Royal Marines crazy," said mum Lorna. "Whenever they're out playing and I want them in for dinner, I know exactly where to find them: in the woods playing at commando."

Non-would-be Royals also quite enjoyed their look around the ship. "We had thousands of people on board to see the valuable work our men and women do," said CO Lt Cdr Des Donworth. "It was a fantastic event to be part of and I know that the crew enjoyed themselves."



Admiral bows out in Gib



● HMS Sabre rattles along in the waters around Gibraltar as outgoing First Sea Lord Admiral Sir Jonathon Band carries out his final sea-going duty before retirement

Pictures: Cpl Ralph Merry (RAF)

OUTGOING First Sea Lord Admiral Sir Jonathon Band made a farewell visit to Gibraltar – and spent his last official sea time on one of the Navy's smallest vessels.

More than 40 years after first stepping on to the British Overseas Territory as a Sea Cadet, Admiral Band, accompanied by his wife, Lady Sarah Band, called on British Forces Gibraltar shortly before he retired as the Royal Navy's most senior officer.

Formal engagements included attending a Sunset Ceremony at the Tower and presenting medals to four military staff and a certificate to one civilian – Alfred Rovegno has put in 38 years' loyal service in Gibraltar.

Later the Admiral unveiled a new grave register at the Trafalgar Cemetery.

The register includes a diagram showing all the graves in the cemetery, along with a list of

all who are buried there.

One of the highlights of the tour was a visit to the Gibraltar Patrol Boat Squadron.

Admiral Band went on board HMS Sabre, patrolling the Gibraltar Territorial Waters with the squadron's other fast patrol boat HMS Scimitar, carrying a Sky News team to mark the occasion.

This was to be Admiral Band's last time on board a Royal Navy warship at sea in his official capacity as Chief of the Naval Staff.

During the patrol the Commanding Officer of HMS Sabre, Lt Charlie Luxford, was able to demonstrate the role of the squadron operating in the Joint Operations Area.

Lt Luxford said: "It was a great privilege to take the First Sea Lord to sea for the last time, as well as being able to display the capabilities of the squadron."

After an extensive patrol of the waters

round the Rock, both patrol boats returned to squadron's home base on the western side of the peninsula, where Admiral Band had his photograph taken with the ship's company of Sabre.

He then stepped ashore for the last time in his distinguished career.

Later on in the tour, Admiral and Lady Band visited the Clearance Diving Element and Windmill Hill Signal Station before flying out from Gibraltar's spectacular airport.

"I first visited the Rock as a Sea Cadet in 1966 and, since then, I have been back here many, many times," said Admiral Band.

"The Navy has always been at the heart of Gibraltar."

● (Right) Admiral Sir Jonathon Band (in white) with the ship's company of HMS Sabre at the Gibraltar Fast Patrol Boat Squadron's base



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● HMS Gannet and RAF Prestwick personnel march through the centre of Ayr during the freedom ceremony

Picture: LA(Phot) Pepe Hogan, FRPU North

Freedom's in the Ayr

IF YOU'RE mentioned in the same breath as Winston Churchill, President Eisenhower and Scottish philanthropist Andrew Carnegie, you're in good company.

And so the men and women of HMS Gannet can feel justly proud of joining the aforementioned – plus a smattering of local dignitaries – who enjoy the Freedom of South Ayrshire.

It's been nearly 35 years since the good folk of the burgh awarded their highest civic honour (back then Gannet had only been established four years).

Three decades later, the fliers from the Search and Rescue unit joined Air Force comrades from RAF Prestwick, home of the Scottish Air Traffic Control Centre (Military), who were jointly honoured in a ceremony in nearby Ayr.

Personnel from both units, joined by veterans' organisations, paraded through the streets of the historic town to the County Buildings where Cdre Charles Stevenson, the RN's Regional Officer, and Provost Winifred Sloan took the salute.

After that proceedings moved inside where the Freedom was formally awarded to Gannet's CO Lt Cdr Bryan Nicholas and his RAF colleague Wg Cdr Richard Connely.

Townfolk were treated to a flypast by two of Gannet's distinct-liveried Sea King Mk5s, while one was landed in the middle of town for locals to inspect more closely.

"We feel great pride in being awarded the Freedom of South Ayrshire," said Lt Cdr Nicholas.

"We very much feel part of the Ayrshire community and to achieve this official recognition is a great honour for us all.

"Not only are we based in Prestwick, but we try hard to get involved with the wider local community when we can and enjoy hosting local school groups, youth organisation and charities on site."

G's special delivery

FALKLAND islanders have been reminded of the sacrifices made by the Royal Navy to liberate them a generation ago – thanks to HMS Gloucester.

These days the RN comprises the smallest of the three Services defending the islands, but back in 1982 the task force it formed was the only hope of liberating the Falklands.

Despite that fact, the islands' museum in Stanley possessed a dearth of material relating to the Senior Service's role in the conflict.

Enter the good folks of the RN Museum in Portsmouth and HMS Gloucester.

The former loaned artifacts from its Falklands collection, the latter was the 'postman', delivering those items safely to Stanley at the beginning of her

South Atlantic deployment.

The Fighting G counts three Falklands veterans among her complement of 240-plus.

So it was only right that the trio – Lt Cdr Joe Harper (HMS Plymouth), Lt Cdr Dave Moy (Fearless) and RPO Buck Taylor (Hermes) – joined CO Cdr Iain Lower at the handover of the collection.

On loan to the museum are numerous images of the naval conflict, newspaper front covers and, as the centrepiece, the name board of HMS Antrim.

Antrim was instrumental in the recapture of South Georgia before rejoining the core task force for the invasion of the main islands. She was struck by an Argentine bomb which mercifully did not explode.



NORMALLY it's our American cousins who do blatantly-obvious cover names.

Ortsac (the proposed invasion of Cuba in 1962 – it's Castro spelled backwards...), Desert Storm (Kuwait 1991), Enduring Freedom (Afghanistan 2001), Iraqi Freedom (Iraq 2003).

We Brits generally prefer something a little more esoteric. Corporate (Falklands), Granby (Gulf War 1), Herrick (Afghanistan), Telic (Gulf War 2).

But not the men of HM Submarines Triumph and Vigilant.

Exercise Kiwi Summit. (1) It's in New Zealand. (2) Mountains are involved.

Nine deeps left their boats behind in Devonport (both are undergoing lengthy refits, although Triumph's is almost over – see page 12) and flew to New Zealand's South Island for a spot of adventurous training.

The explorers had no local guides to help them – they were entirely on their own – but that was only the beginning of the challenge.

Think we've had bad weather here? It really does pale with what the submariners faced in and around Mount Aspiring National Park.

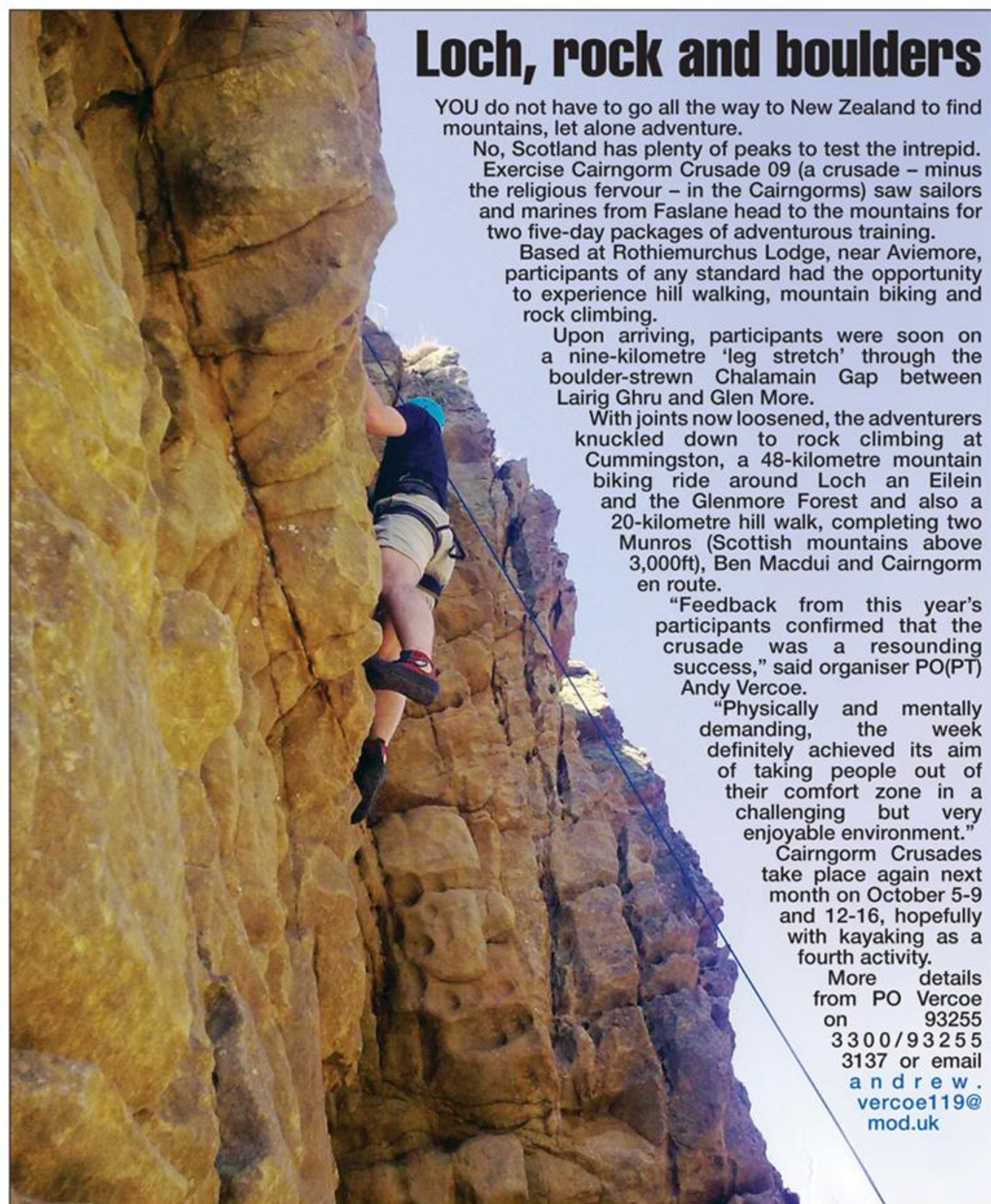
The guys planned three treks through the park, 200 miles west-south-west of Christchurch, beginning with Gillespie Pass... except that 40 centimetres of rain a day was forecast (the record in the UK is a smidgen short of 28cm in 24 hours).

The weathermen got it right. The heavy rain brought dangerously swollen rivers and streams and landslides and subsidence.

When the weather eased sufficiently to allow them to grapple with the pass, they progressed as far as a stream in flood – and could go no further safely. The submariners had to spend the night on the river bank because the boat evacuating them couldn't negotiate the flood waters.

After rain came snow – scuppering any hopes of the second trek, so plan B and a few days walking around ridges and glaciers in the shadow of Mounts Roy and Alpha, plus some skydiving, mountain biking, bungee jumping, archery and clay-pigeon shooting.

Despite the inclement weather, the team decided to have a crack at the final trek. It took a three-hour slog just to get to the start



Loch, rock and boulders

YOU do not have to go all the way to New Zealand to find mountains, let alone adventure.

No, Scotland has plenty of peaks to test the intrepid. Exercise Cairngorm Crusade 09 (a crusade – minus the religious fervour – in the Cairngorms) saw sailors and marines from Faslane head to the mountains for two five-day packages of adventurous training.

Based at Rothiemurchus Lodge, near Aviemore, participants of any standard had the opportunity to experience hill walking, mountain biking and rock climbing.

Upon arriving, participants were soon on a nine-kilometre 'leg stretch' through the boulder-strewn Chalamain Gap between Lairig Ghru and Glen More.

With joints now loosened, the adventurers knuckled down to rock climbing at Cummings, a 48-kilometre mountain biking ride around Loch an Eilein and the Glenmore Forest and also a 20-kilometre hill walk, completing two Munros (Scottish mountains above 3,000ft), Ben Macdui and Cairngorm en route.

"Feedback from this year's participants confirmed that the crusade was a resounding success," said organiser PO(PT) Andy Vercoe.

"Physically and mentally demanding, the week definitely achieved its aim of taking people out of their comfort zone in a challenging but very enjoyable environment."

Cairngorm Crusades take place again next month on October 5-9 and 12-16, hopefully with kayaking as a fourth activity.

More details from PO Vercoe on 93255 3300/93255 3137 or email andrew.vercoe119@mod.uk

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RACING low over the Irish Sea, this is the apotheosis of the Lynx – the Mk 8 Saturn with radio upgrade for the record.

The latest variant of the veteran helicopter, backbone of the frigate and destroyer fleet, headed to the QinetiQ ranges at Aberporth in west Wales, for Exercise Aftershock 5.

The tweaked Lynx entered service with 815 Naval Air Squadron at Yeovilton earlier this year.

Those 'tweaks' actually constitute a considerable enhancement of the communications system, a new Successor IFF to distinguish between friend and foe, avionics upgrades and improved mission computers.

What better way to test all this wizardry than with a trip to Wales and firing some live anti-ship missiles?

Sea Skua is coming towards the end of its active life with the Royal Navy having been fired in anger in the Falklands (when it was brand new) and to particular effect in the first war with Saddam Hussein.

Aftershock 5 firings took place very close to the Sea Skua's maximum range of the missile (which is classified) and included the first 'ripple three' firing – three Sea Skuas launched from one aircraft at a drone target bobbing around on the ocean.

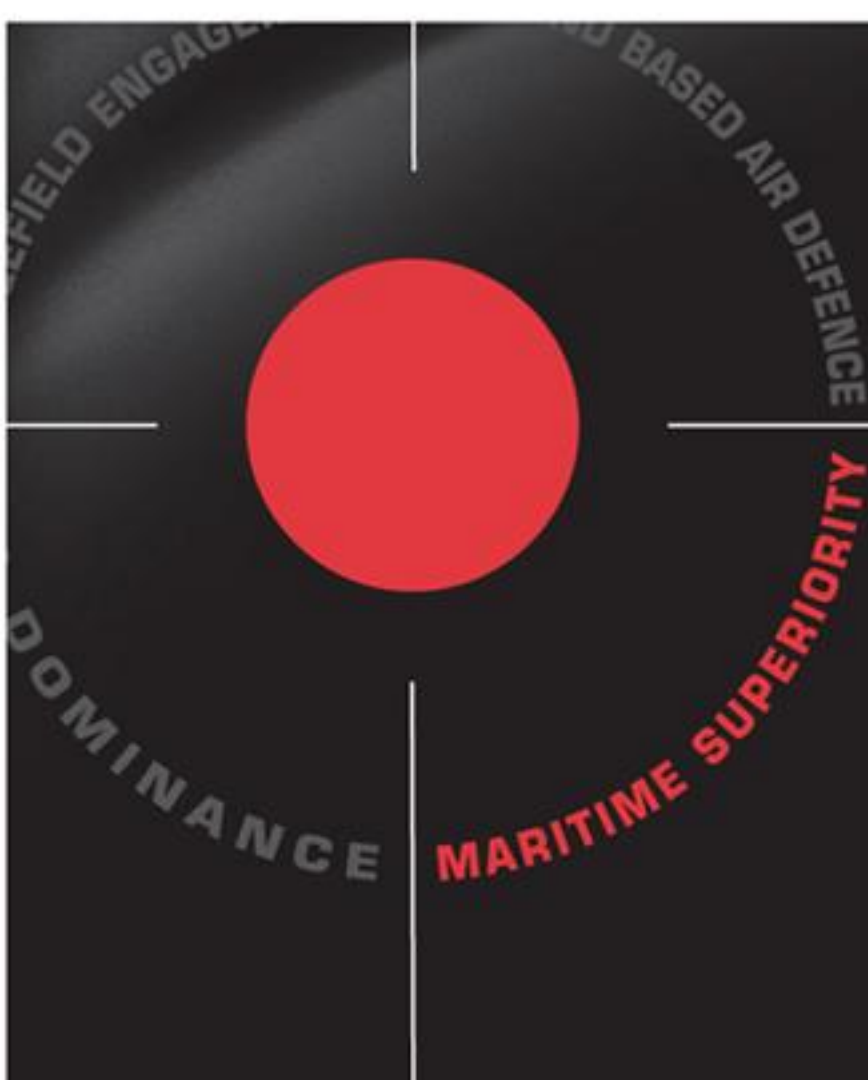
The results were very successful with the target peppered with holes.

The trials also exposed a new generation of Lynx aircrew to missile firings – while ground crew picked up valuable experience in handling and loading a live missile.

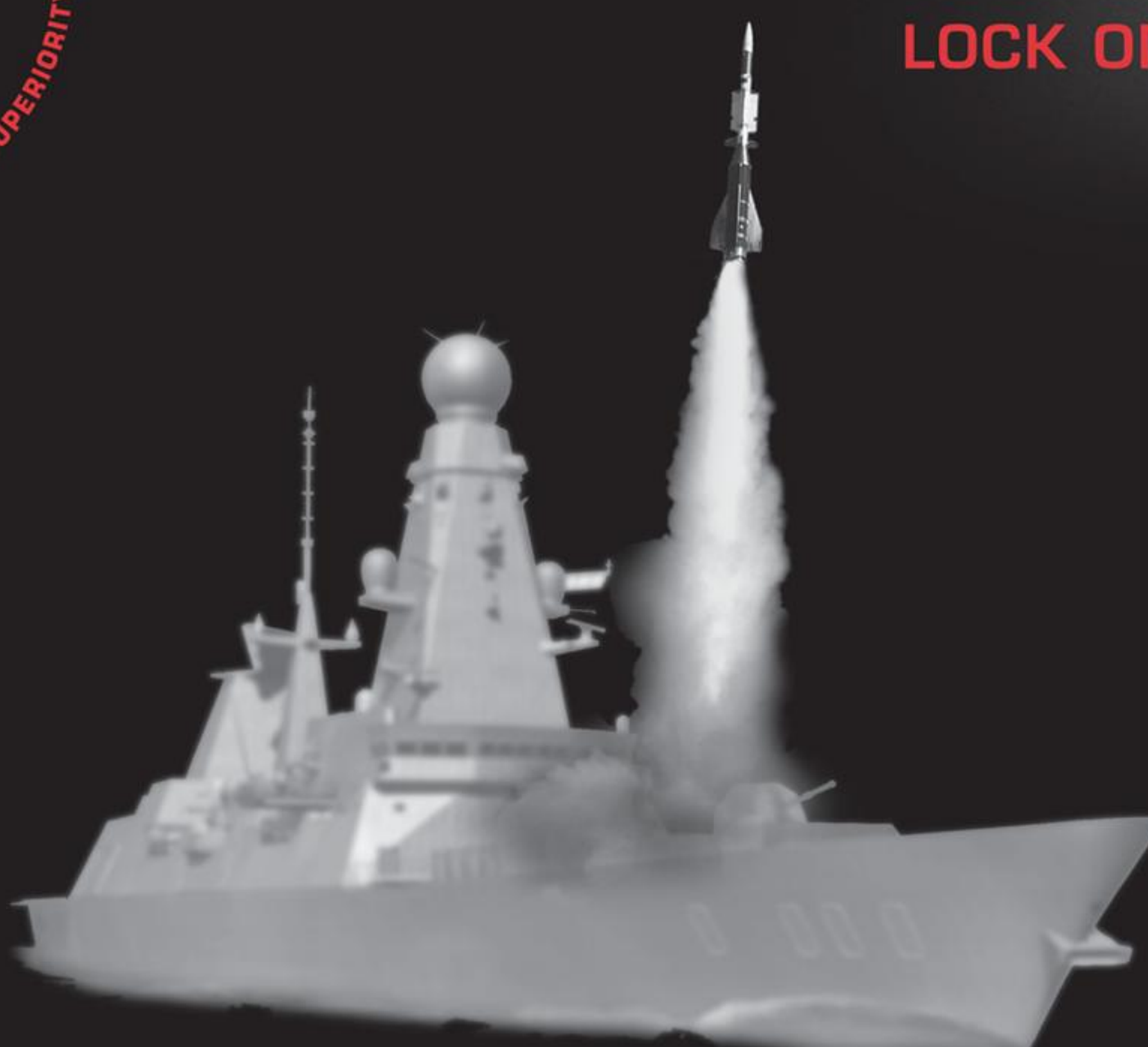
"Aftershock 5 has demonstrated the potent combination of Lynx and Sea Skua as an anti-ship capability," said Lt Cdr Shaun Enever, the Lynx Force Warfare Officer.

"The opportunity to get missiles away and give experience to relatively junior crews will ensure that corporate knowledge remains within the Lynx Force for the remaining life of the Sea Skua before the next generation of weapon enters service with the Wildcat Lynx."

Picture: PO(Phot) Paul A'Barrow



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MTB 102 calls in for 1SL

THE veteran World War 2 motor torpedo boat MTB 102 sailed from Lowestoft to London under the command of her owner Richard Baisey for a special Royal Navy assignment.

The veteran vessel went alongside at Westminster Pier to help mark the retirement of First Sea Lord Admiral Sir Jonathon Band on his last day in office.

The First Sea Lord, his wife Lady Sarah Band and VIP guests arrived at the pier to be greeted by the officer's senior staff to say their farewells.

The event was organised in some secrecy, and once the official party had boarded the MTB Admiral Band found a further surprise in that many members of his staff had lined the Embankment to wave their goodbyes.

MTB 102 – a Vosper prototype which was taken up by the Admiralty, and the fastest RN wartime vessel with a top speed of nearly 50 knots – then proceeded upriver for a cruise to Teddington.

Powerboat trust merger announced

THE British Military Powerboat Trust has been merged with the Portsmouth Naval Base Property Trust, and its collection will now be available to see at the city's Historic Dockyard.

The BMPT, founded in 1999 at Marchwood in Southampton, has a declining membership – age taking its toll – and with the downturn in the economy and a temporary home in Marchwood, the Trust decided to look further afield for a permanent base.

The merger brings three BMPT boats – ST1502, FMB43957 and FMD5004 – and associated records, files, photographs and plans to Portsmouth, with the paperwork stored in a designated office.

ST1502 is secured to a pontoon midway between HMS Victory and the Warrior, where she can be seen by hundreds of visitors every day.

The Trust website, www.bmpt.org.uk, will continue to operate.

Look now

DETAILS of the application process for Exercise Long Look 2010 are published this month.

The annual reciprocal exchange between the UK and Australia/New Zealand will see Servicemen and women swapping roles for around four months between March and July next year.

Closing date for applications is November 27, and RNTM 146/09 gives further details.

See next month's *Navy News* for a longer look at this year's exchange.



● HMS Argyll prepares for National Armed Forces Day at Chatham Historic Dockyard

Picture: Anthony Sutton (Dockside Outlet Chatham)

Great display – and great organisation

A WARSHIP open to visitors. Aircraft swooping through the Kent skies. Sailors and Royal Marines meeting and greeting members of the public.

A classic case of the military demonstrating what it does and why it does it – in this case, at the Armed Forces Day national event in Chatham Historic Dockyard.

If all goes smoothly, all being well, the visitors will have left at the end of a busy day a little wiser about the Services as well as thoroughly entertained.

Another group of onlookers will have emitted an audible sigh of relief – those charged with putting together an eye-catching event in short order with no budget.

Two key figures were Roger Hoefling, a veteran commentator at military events who took over the organisation of the Chatham programme, and Cdr David Waters, the Naval Regional Commander for Eastern England.

Roger said that the MoD announcement that Chatham Historic Dockyard had been awarded the national event for the first Armed Forces Day was made on January 22, the event took place on June 27, and he took on the organisation on April 15.

The hurdles to be cleared were manifold.

Meetings with local authorities, police and statutory bodies inevitably impose their own pace on the development of a programme, and particular circumstances threw the odd spanner in the works.

There was an assumption that flying would be governed by Civil Aviation Authority regulations, but Roger was not convinced.

Further investigations revealed that the site's limitations meant the display would have to be staged under the auspices of the MOD in the shape of Joint Helicopter Command.

Lack of budget meant RN and Army backing was instrumental in staging the event; from vehicles to blank ammunition, all angles had to be covered and guaranteed or it would all fall apart.

"With fixed-wing aircraft limited to flypasts – the Red Arrows and the Hurricane, Spitfire and Lancaster of the RAF Battle of Britain Memorial Flight – helicopters accounted for most of the flying, albeit in 'role demonstrations' rather than display sequences," said Roger.

That meant local landing sites had to be arranged – thanks to the Royal School of Military Engineering, two sites were organised close to the Dockyard, which eased flexibility, briefings and rehearsals, and also allowed flight crews and support staff more time to meet veterans, public and media in the Dockyard.

Fuel also had to be laid on – the RAF came up trumps here – and Kent Fire and Rescue Service provided the necessary cover at the landing sites.

And with the Biggin Hill annual Air Fair taking place at the same time just over 20 miles away, some display assets were available for sharing with Chatham.

In terms of Naval input, Cdr Waters had quite a flotilla on his patch, the biggest being HMS Argyll, which arrived in No. 2 Basin watched by a crowd of around 1,500.

Some 2,000 went on board the frigate during Armed Forces Day, and she also hosted VIPs, while the hard-working ship's company conducted guided tours for other groups the following day before she sailed to resume her operational duties – the visit had been shoe-horned into a tight programme.

And in order for Argyll to reach her berth, the Peel Ports Medway Harbour Master undertook, over



● HMS Argyll at No. 2 Basin in Chatham Historic Dockyard

several weeks, a programme of dredging of No. 3 basin to allow safe passage for Argyll.

The final survey was conducted with Medway Ports' hydrographic staff working with an RN team including the Fleet Navigator staff, the Fleet Hydrographic staff and a team from HMS Roebuck.

Hunt-class minehunter HMS Cattistock had been scheduled to go to Chatham to support Veterans Day activities before it was ordained that Veterans Day should become Armed Forces Day.

The tasking remained but her role changed and she became one of the major players in the river and air display – Operation Yawdem.

Her passage up and down the confined waters of the Medway, surrounded and attacked by a swarm of small 'hostile' craft while 'defending' herself, was no mean feat of seamanship.

Her ship's company also won plaudits during the formal part of the day's activities when, in No 1s, they cheered ship as the royal party passed them by.

The Royal arrival by boat involved a procession up the Medway for the 30,000 onlookers.

The VIPs were escorted by patrol boats HM ships Archer and Tracker and Army boats.

The two RN vessels later took

part in the river display, chasing off the 'enemy' while Royal Marines abseiled from their Sea King on to 'enemy' RIBs whilst also being over flown by Naval Lynx with sniper support and an Apache gunship providing top cover.

Securing the attendance of the patrol boats required extensive briefings, rehearsals, a change of crew and short-notice changes to their summer programme.

Other RN contributions came from the Regional Recruiting staff under the Naval Regional Commander, and their mobile display and recruiting vehicles; RNR staff from HMS President and the RNR Medway division; the RM CDT; the RMR London staff and vehicles; RM support and crews for the two Offshore Raiding Craft, courtesy of 539 Assault Squadron RM and trucked up from Devonport, one of which performed on the river while the other was on display, and last but not least the RN/RM Mobile Air Operations Team for ground communications to the aircraft.

Also crucial to the success of the day were the crews, maintainers and aircraft of 847 and 848 Naval Air Squadrons, plus those of 815 NAS embarked in HMS Argyll, together with the prompt administrators at RNAS Yeovilton, Navy Command and Joint Helicopter Command.



Submarines memorial in Dundee to be dedicated

A MEMORIAL to the international band of submariners who called Dundee home during World War 2 is to be dedicated at a dock on the River Tay this month.

The memorial, at Victoria Dock, will recall HMS Ambrose, the shore base of the Royal Navy's Ninth Submarine Flotilla from 1940-45. Dundee was also home to the powerful Second Submarine Flotilla.

The Ninth was a unique international force of British submarines and units from countries overrun by the Nazis.

Six British, Dutch, Norwegian and Russian boats were lost while on patrol from Dundee – 296 sailors and commandos died and most have no known resting place.

The memorial will not only commemorate those crews who are 'still on patrol', but also honour the gallantry of all the British, French, Polish, Norwegian, Dutch and Russian submariners who ventured out into the North Sea.

It will be built as part of the Victoria/Camperdown Dock complex redevelopment in Dundee, itself part of a larger regeneration of the Dundee waterfront.

Veterans of the war are expected to attend the ceremony, on September 17; those who attended a press launch included Herman Eilertsen of Ula, Jean Coron of Minerve and Curie, and Andre Vallois of Rubis.

Chatham in running for top award

THE Historic Dockyard Chatham is in the running to be named the most enterprising place in the UK.

The former naval base on the River Medway was earlier this year named as the most enterprising location in the South-East by the South East England Development Agency.

The accolade recognised the successful transition from redundant former naval dockyard to a "vibrant maritime heritage destination for business, learning and living".

Enterprising Britain 2009 is a nationwide competition run on behalf of the Department for Business, Innovation and Skills, and celebrates and rewards areas that have helped transform their social and economic fortunes.

An expert panel of judges was spending the summer visiting regional winners to determine the nation's best, and that winner – announced at an awards ceremony next month – will then go through to represent the UK in the European Enterprise Awards.

Chatham Historic Dockyard will be swinging to the big band hits of the war years at a 'Salute to the 40s Blitz Ball' dance night on September 19.

Part of the 'Salute to the 40s' weekend – though a separate ticketed event – the dance is one part of a programme of events which will stir memories for older visitors and bring a period of history alive for younger generations.

For details of the ball and weekend events see the website www.thedockyard.co.uk



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Daring by spirit

DARING likes a dramatic backdrop.

When she was launched on a cold February morning in 2006 at Scoutstoun on the Clyde, her sponsor the Countess of Wessex recalls: "Those of us who watched held our breath, waiting to see if she would stop before hitting the bank on the other side."

When she entered her home port of Portsmouth on a bitterly cold, rainswept January day, the waiting crowds scanned the horizon in vain to see her.

Daring was lost in clouds of thick grey fog – and then, suddenly, there she was, looming through the mist like a futuristic stealth ship she is.

Six months on, the guests at her commissioning might have expected a cloudless sunny July day (always the triumph of hope over experience in an English summer).

Instead they watched the ceremony on Victory Jetty under a suitably Turner-esque sky, with black clouds shot through with sudden bursts of brilliant sunshine.

However, the heavy rain which threatened held off while the ship was christened and became the Navy's first Type 45 destroyer to enter service.

The date – 23rd of July – is an important one in the annals of the Royal Navy, as Commanding Officer Capt Paddy McAlpine pointed out.

"We are steeped in navy history here," he said. "In front of us is the Navy's newest warship, and behind us is HMS Victory, whose keel was laid down on 23rd July 1759 – exactly 250 years ago today."

The 23rd of July was also the 17th birthday of AB Daniel Small, from Glasgow, who as Daring's youngest rating was selected to cut the commissioning cake along with Capt McAlpine's wife, Janette.

The Chaplain of the Fleet, the Venerable John Green, who conducted the service, asked for God's blessing on the ship and her company.

He said HMS Daring was a superb ship with the capabilities to be an efficient killing machine, but what mattered was not just projection of force, but that she

should be a 'force for good' in the world.

The ship's sponsor, the Countess of Wessex, told the assembled guests she was immensely proud of Daring whose progress she had followed since the destroyer's launch.

She told the ship's company: "Through teamwork you can undertake any challenge, always confident of the support provided by your families and friends."

"But it is down to you. And if you ever doubt, then remember who you are. You are 'Daring.' Daring by name, Daring by spirit and Daring in deed."

After the religious ceremony of the commissioning, a Typhoon from 11 Sqn and a Sentry E3D from 23 Sqn, the ship's affiliated RAF squadrons, staged a flypast, and the Countess boarded the ship before joining a reception for guests on the jetty.

Among the guests were veterans of the HMS Daring Association and from her other affiliates which include Birmingham, Guernsey, the Royal Dragoon Guards, the Carpenters' Company, the 4th Knowle Sea Scout Group and the D-Boats Association.

Capt McAlpine said: "We are a maritime nation and we rely for our prosperity on keeping our sea lanes open and defended by the Royal Navy."

"Daring will continue to supply that security, with an air defence umbrella unsurpassed by any navy in the world today."

The next task for the Navy's newest destroyer, said Capt McAlpine, was to get ready for exercises with aircraft carriers and amphibious task groups, and to prepare for FOST later this year.

"The next few months are going to be spent training, training, training," he said.

Capt McAlpine added: "I am so fortunate to have this command. I am enjoying every single moment of being CO, and every day I find something new in this ship I am delighted with."

● *The Countess of Wessex inspects Daring's ship's company during the destroyer's commissioning ceremony*

Picture: LA(Phot) Christopher Browne, FRPU East



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Triumph 2000 (and nine)

RETURNING to sea right about now is the leaner, meaner, nuclear HMS Triumph, emerging from the shadows after five years.

Yes, it really is that long since the boat was last 'out and about'.

Since 2004 the boat has been in the hands of shipwrights and engineers in Devonport undergoing a multi-million-pound LOP – Long Overhaul Period. (They were certainly right about the 'long' – Ed.)

Why so long? Well, for a start the boat's nuclear reactor has been refuelled. Although she'll return for more periods of maintenance and upgrades over the next dozen or so years, Triumph won't need refuelling again. Her reactor will keep going now beyond 2020.

But the team didn't stop there: they've revamped pretty much every inch of the T-boat: weapons systems, engineering, mess spaces and bunks (although disappointingly shipwrights couldn't create any extra space for the crew's personal gear).

Some of this work, especially more recently, has involved the ship's company. They've added new friends to the list of affiliates – the Worshipful Company of Upholders (an archaic form of 'upholsterers') and the Royal Star and Garter is now Triumph's chosen charity – and caught up with old friends in Hinckley and Newton Abbot (notably local councils and Sea Cadets).

A dozen crew travelled somewhat further... the South Island of New Zealand for a three-week mountaineering expedition (cunningly titled Exercise Kiwi Summit – see page 8).

And, as you may have read in our July edition, the deeps have

their own train, a Class 50 diesel locomotive named after them on the Bodmin and Wenford Railway.

Back to 21st-Century technology and six months of intensive trials of man and machine (also known as "shakedown") lie ahead before Triumph is given the full Operational Sea Training treatment by the nice bunch at FOST.

She's due to be rededicated around March or April and will be ready for deployment by the middle of the year.

The nuclear hunter-killer is the tenth warship to bear the name and can trace her lineage back to the early days of Elizabeth I's reign.

Of more recent Triumphs, two stand out: a T-class submarine which served with distinction in the first half of WW2, and a post-war carrier.

The boat proved to be the scourge of Axis shipping in 1941, despatching merchantmen and the Italian submarine Salpa and possibly crippling the cruiser Bolzano. Triumph fell victim to an Italian mine off Greece in January 1942. All hands were lost.

The carrier, the ninth Triumph, was commissioned almost a year to the day that war in Europe ended. She spent most, though not all, of her career in the Far East. She was on station when the Communists attacked South Korea in 1950 and subsequently provided air support for the landings at Inchon.

Post-Korea, Triumph served as a cadet training ship, was used to conduct trials for the revolutionary concept of the angled flight deck and finally served as a heavy repair ship for the final decade of her life. She was broken up in 1981.

● A pre-refit HMS Triumph exercising with frigate HMS Northumberland in the Red Sea



Armada.....	1588
Dover.....	1652
Portland.....	1653
Gabbard.....	1653
Scheveningen.....	1653
Lowestoft.....	1665
Four Days' Battle.....	1666
Orfordness.....	1666
Sole Bay.....	1672
Schooneveld.....	1673
Texel.....	1673
Cornwallis' Retreat.....	1795
Camperdown.....	1797
Dardanelles.....	1915
Malta Convoys.....	1941
Mediterranean.....	1941
Korea.....	1950

Motto: We shall triumph
Class: Trafalgar-class Fleet submarine
Pennant number: S93
Builder: Vickers, Barrow-in-Furness
Laid down: February 2, 1987
Launched: February 16, 1991
Commissioned: October 2, 1991
Displacement: 4,500 tons
Length: 280ft (85.4m)
Beam: 32ft (9.8m)
Draft: 5.8 metres
Speed: 32 knots
Complement: 120
Propulsion: Rolls-Royce PWR1 nuclear reactor;
2 x GEC turbines; 2 x Paxman diesel generators
Sensors: Sonar 2072 passive and Sonar 2074 active and passive sonar, Type 2046 towed array, Type 2077 short-range sonar
Armament: 5 x 21in tubes for Spearfish torpedoes, Tomahawk cruise missiles

Facts and figures

photographic memories



AS BEFITS the 70th anniversary of the outbreak of World War 2, this month's delve into the archives of the Imperial War Museum features a queue outside a Royal Navy recruitment centre in the capital during the summer of 1939. Despite Chamberlain's promise of "peace in our time", the Senior Service had been gearing up for war since 1938 with partial mobilisation of the Royal Naval Reserve, Royal Fleet Reserve and Royal Naval Volunteer Reserve. In September 1939 all RNV, RNV(S)R and RNR were to report to their depots for immediate posting. At the start of the war the Royal Navy consisted of 129,000 regulars with an additional 73,000 reservists. (HU 103968)

■ THIS photograph – and 9,999,999 others from a century of war and peace – can be viewed or purchased at www.iwmcollections.org.uk, by emailing photos@iwm.org.uk, or by phoning 0207 416 5333.

HEROES OF THE ROYAL NAVY No.65

Lt George Belben, S/Lt David Evans, PO Albert Stoker, AB Edward Nunn AM

BY THE late summer of 1918, the storm tide of the German Army had broken.

First on the Marne, then at Amiens, the Kaiser's troops had been driven back, nay mauled.

In what would become known as the '100 days to victory', the Anglo-Franco-American armies delivered a succession of blows along the length of the Western Front, pushing the Germans inexorably back to the borders of the Fatherland.

These blows would reach their climax in late September with the assaults on the Hindenburg Line and a lunge in Belgium to free the Channel ports of Ostend and Zeebrugge.

To support that thrust along through Flanders, the guns of the Dover Patrol would be required, pummeling the enemy defences.

To that end Dover harbour in September filled with a good dozen monitors – floating artillery to support the land battle.

The newest among them was the 5,000-ton HMS Glatton, bristling with 9.2in and 6in guns.

Glatton had been laid down on the cusp of the Great War for the Norwegian Navy.

And like many vessels under build that summer she was commandeered by the Royal Navy... who promptly did little with her.

Only in the autumn of 1917 did work resume on the monitor, work which was completed in the summer of 1918.

After brief, successful trials in the North Sea, the new ship arrived to prepare for the impending push – but no man aboard her knew she was already doomed.

For in the bowels of the ship, hot clinker and ash piled up against the bulkhead of the 6in guns' magazine.

Slowly, remorselessly, the heat burned the magazine's cork insulation, then ignited the wood lining. And, shortly before 6.30pm on Monday September 16 1918, the fire spread to the cordite charges.

The blast shook the ship and shook the great harbour – walkers enjoying a stroll along Dover's seafront 500 yards away were reportedly knocked down by the power of the explosion.

Powerful though the blast was, it did not kill the Glatton. It did, however, cause fires to rage the length and breadth of the crippled warship.

Salvage tugs moved in to douse the flames, while the stunned ship's company flooded the forward magazines to prevent further

catastrophic explosions.

The aft magazines were an entirely different proposition. The initial blast and resulting fires had cut the stern off from the rest of the Glatton.

As one official report stated "the ship could have blown up at any moment". That danger did not prevent an armada of cutters and small craft bobbing around the monitor, picking up survivors.

But four men went further than simply picking up comrades from the harbour waters. Lt George Belben, S/Lt David Evans, PO Albert Stoker and AB Edward Nunn clambered aboard the burning vessel.

They had no protective clothing, no respiratory masks, but undaunted they descended inside the ship and rescued two dozen sailors – despite being beaten back on one occasion by the flames.

The fire was not the only danger the quartet faced, for lining up in the harbour was HMS Cossack, preparing to torpedo the Glatton to prevent her causing any more damage.

Unable to do any more, the four men left the blazing hulk before first Cossack, then HMS Myngs sent torpedoes hurtling into Glatton's side.

The ship turned turtle, finally flooding her aft magazines, sparing Dover further disaster.

Half Glatton's crew was killed, at least a quarter were injured, but the death toll would have been greater without the bravery of the four rescuers who were subsequently awarded the Albert Medal.

They had displayed "the greatest gallantry and contempt of danger" throughout.

George Belben had already earned the DSC for his role in the Zeebrugge raid. The letters DSO would be added to his name a generation later – but posthumously. He was killed in command of HMS Penelope when she was torpedoed supporting the Anzio operation in February 1944.





Picture: Billy Cullen, BVT

Dauntless' gr8 expectations

ANYTHING you can do, I can do better...

Longer-standing *Navy News* readers may recall our feature on HMS Daring's sea trials back in the summer of 2007 and some impressive shots of the Type 45 destroyer turning nimbly at speed.

Well, none of those images were quite as impressive as this one of her younger sister Dauntless (she did her 'figure of eight' manoeuvre at a faster speed).

A joint ship's company of civilians and RN took Dauntless to sea off the west coast of Scotland for her second series of contractors' sea trials.

The emphasis on Dauntless' second concerted spell at sea fell upon testing her combat systems and communications kit.

But when's that ever stopped the ME department and bridge team showing off?

Hence some rather deft manoeuvres – witnessed by some of Dauntless' affiliates, including the future CO of the King's Royal Hussars, the Worshipful Company of Clothworkers, RAF 51 Sqn and winners of a raffle held by Percy Headley School in Newcastle.

The second of the RN's breed of six new air defence destroyers is still in the hands of her builders, BVT (formerly the shipbuilding wings of BAE Systems and Vosper Thornycroft).

Although there's a mixed crew at present, many of the responsibilities aboard are already in the hands of the ship's company.

There's a fully-qualified team of watchkeepers in the ME department, while RN personnel operate the sea boats and comprise the firefighting and damage control teams.

But there's a little way to go yet before the £1bn warship is handed over to the Senior Service at the year's end, not least learning about the contents of every compartment and ensuring that it all works tickety-boo. There are only 750-plus compartments to check (more than three times the number on a Type 23...).

Learning those compartments starts at the top: CO Capt Richard Powell has to know about each space, just as the youngest AB does.

And talking of young ABs, there's rather a lot of them aboard Dauntless suddenly.

Until now, the ship's company of the Type 45 has been rather officer/senior rate heavy.

But not any more.

Over three days last month, 110 new members of the ship's company were inducted – nine out of ten of them junior ratings – without seeing the ship for real.

The induction was carried out in the destroyer's future home port (and explained why HMS Nelson was swimming with matelots in No.1s at a normally quiet time of the year...).

All 110 sailors were briefed by the captain on Dauntless' progress, before more detailed explanations about life and kit aboard by the Executive Warrant Officer, Executive Officer, doc, bish, schoolie and clubz (who is already trying to form a football team).

Jaw jaw's very well and good, but a bit of practical never goes amiss.

So the new Dauntlesses toured her older sister (who is identical) and visited other units and organisations which will support the ship and her company, such as the Waterfront Manning Office.

This is a new way of managing a ship's company – and it's a process likely to be adopted by the remaining 45s.

"I have just joined Dauntless from HMS Edinburgh," said AB(WS) Dominic Hackett.

"I was really looking forward to joining Dauntless, and I like the way the joining has been done."

"We have been really warmly welcomed and we all understand how things are going to work for the next couple of months."

Post-summer leave, many new joiners will take courses in the Portsmouth area and all will undertake generic (such as fire-fighting and damage control) and bespoke (such as weapons systems) training so that the ship has a full complement of qualified sailors by the time Dauntless is formally 'accepted off contract' – ie handed over – and the destroyer passes from the hands of builders BVT to the Royal Navy.

That's due to be done by the end of the year, when the ship finally bids farewell to Scotstoun (where sisters HMS Diamond and Dragon are fitting out; Duncan and Defender are still being built up the Clyde in Govan) and moves to Portsmouth.

As things stand at present it will be Dauntless, not her older sister, which will fire a Sea Viper missile – the class' primary weapon – for the first time, currently set for the autumn of 2010.



● A plethora of junior rates pose for the camera in HMS Nelson as they formally join the ship's company of HMS Dauntless

Picture: LA(Phot) Chris Mumby, FRPU East



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Turbulent times in Cheshire

THE crew of HMS Turbulent headed up the A38, M5 and M6 – and promptly got off at Junction 21.

That's Warrington, for those who haven't swallowed a road map. It's the affiliated town of the T-boat and for three days it played host to the Devonport submariners.

During a very busy and rewarding visit, Commanding Officer Cdr Ryan Ramsey and crew met Defence Secretary Bob Ainsworth, the new Mayor of Warrington, Dr Brian Axcell, local veterans and dropped in on the town's Sea Cadet unit TS Obdurate.

During a civic reception hosted in the town hall, Cdr Ramsey handed over a cheque – the result of fundraising efforts aboard the hunter-killer during her recent deployment. That money will go to Warrington Charities Trust, an umbrella organisation for a number of smaller charities working in the local area.

The fundraising continued with a charity match against Warrington Town FC of Northern Premier

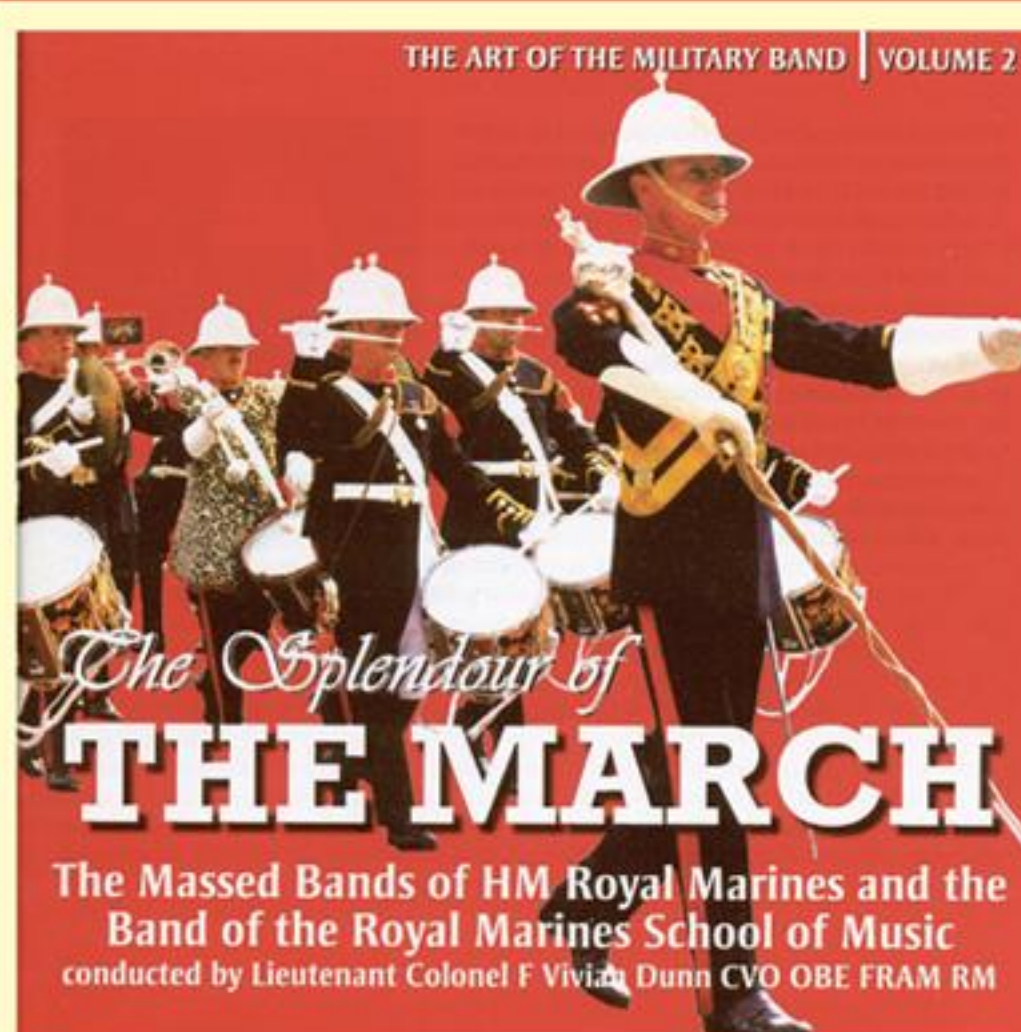
League Division One North (that's seven leagues down from the likes of Chelsea and Man Utd).

Now according to the boat, it was "a fierce and closely-contested match" but "the submariners were narrowly beaten by a worthy opposition". And according to the local people, it was an 8-0 win for the home side – and could have been greater but for heroics from the Turbulent keeper.

In any event, post-game blues were quickly forgotten as Turbulent enjoyed a superb luncheon hosted by the club.

The trip was rounded off with a service at Latchford Baptist Church which allowed the deeps to pay their respects to their forebears and meet locals to explain the crucial role the Submarine Service plays in the modern Royal Navy.

"This was yet another fantastic visit to a town that always has the submarine's interests at heart. We are proud to be affiliated to Warrington and to contribute to the local charities," said Cdr Ramsey.



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Taken from: Lutgens, Frederick. Essentials of Geology. New York: MacMillan, 1992: 269

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"I did an internship in an office, but it just wasn't for me. I wanted something a bit more challenging, a bit different."

How does your job compare to working on a warship?

"I get a lot more exposure to the war-fighting side of things. We work in the control room, so we have an input into navigating the sub; we're also plotting all the intelligence that comes in from outside."

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The great 'wall and China

JULY was a record-breaking month in Cornwall.

You're probably thinking rainfall. Maybe cream teas sold. Perhaps even pasties devoured.

Nope. Miles sailed. 7,008 nautical miles to be precise (just short of 8,000 statute miles – or roughly the equivalent of the sailing distance from Devonport to Bahrain).

The Fighting 99 clocked up 226 miles a day in July as she co-ordinated one strand of the international naval effort to strangle piracy off Somalia.

Fifty-six miles were added to the odometer by one specific chase – and one which encapsulates that international effort.

On July 24, a German maritime patrol aircraft operating under the European Union banner spotted a suspicious vessel crammed with weapons and boarding equipment.

The Turkish warship Gediz, flying the NATO flag, closed in to investigate – as did the Indian frigate Godavari which sent its helicopter up.

The Indians came under small arms fire as they circled the skiff. A second Turkish warship – Gaziantep – now entered the fray, sending in her helicopter, before a high-speed chase ensued, ending with the pirate boat finally being boarded (after most of the kit and weapons had been tossed over the side).

Meanwhile, aboard the NATO flagship HMS Cornwall... She was bearing down on another suspicious contact (this time picked up by a French patrol plane) at full speed (28kts) for two hours.

Again, the pirates sent all their weapons and paraphernalia over the side after finally giving up the futile attempt to flee.

"It's obviously disappointing that we did not manage to seize their equipment, but we achieved

the same objective in the end," said Commanding Officer Cdr Johnny Ley.

His ship is half-way through an eight-month counter-piracy deployment, directing the NATO effort at sea as flagship of Standing Maritime Group 2.

It's a force which has traditionally patrolled the Med – but with growing concern about the pirate scourge off the Horn of Africa, NATO is increasingly dispatching its task groups east of Suez.

NATO is not the only international organisation out here – the European Union (Operation Atalanta) and Allied Coalition (CTF 151) are also here – nor is SNMG2 the sole task force.

The Indians have a group, so too the Japanese.

And the Chinese have also dispatched a group, Task Force 529, led by the frigate Zhoushan, following attacks on their shipping – especially fishing vessels – in the region.

Beijing's method of tackling the pirates – providing escorts for up to ten ships in a convoy through the Gulf of Aden – differs considerably from the NATO/EU/Allied method (there's no specific convoy duties; shipping is directed through a protected corridor peppered with friendly warships).

Rear Admiral Wang Zhiguo, the Chinese task group commander, joined Cornwall to discuss with his British counterpart, Cdre Steve Chick, how East and West could work together to beat the pirates.

The commodore believes the marshalling of warships from across the globe has severely curtailed pirate attacks.

"The combined effect of the transit corridor protected by multinational forces and People's

Liberation Army Navy forces conducting group transits in adjacent waters is formidable," said Cdre Steve Chick, in charge of the NATO task force.

"It provides a marked improvement in our ability to deter pirate activity, while reassuring merchant traffic."

Cornwall's CO Cdr Ley added: "Although the PLA(N) and the Royal Navy have different methods, we are united in the same objective: to prevent piracy and protect merchant shipping."

Co-operation doesn't merely extend to foreign navies and merchant carriers; Cornwall and her NATO staff have been fostering relations with Somalia's principal port.

Boosaaso (also known as Bosaso) on the north coast is the destination for many ships in the UN's World Food Programme which deliver vital sustenance to the people of this troubled nation.

Cornwall parked herself off Boosaaso, then invited the port authorities and coastguard aboard, plus police and fishermen's representatives.

"NATO and other warships will provide regular information about pirate activities at sea – beyond the range of the coast guard," said Cdr Ley.

"In return the coast guard can provide us with the details of suspicious activity that happens inshore.

"Together we will get a better picture and can react more quickly to incidents."

Lest you think that all this anti-piracy work is the realm of admirals, commodores and commanders, enter one leading hand.

Like most of Cornwall's ship's company 23-year-old LS(CIS) Sarah Metcalfe bears considerable responsibility on young shoulders.

Indeed, she bore more than her fair share of burdens these past 12 months – as evidenced by the Company of Leathersellers' Trophy for Outstanding Leadership sitting proudly in her mess.

The award is presented annually to the Fighting 99er who has displayed qualities of leadership far beyond that expected of their rate and experience.

To that end LS Metcalfe, says her CO, "played a pivotal role" in the ship's comms centre, spurring shipmates on and reacting quickly – and decisively – when the rest of the ship needed vital information.

"You don't expect this kind of recognition – you just do your job to the best of your abilities but it is an honour to be recognised," says the leading hand.

"My time aboard Cornwall has been hugely challenging but also incredibly rewarding and that's largely due to the great team of people I work with."

In between trophy presentations and chasing pirates, there have been more routine aspects of naval life: fire drills, damage control exercises, a 4.5in main gun shoot, clubz LPT 'Shiner' Wright deals out pleasure and pain in (almost) equal measure on the flight deck, and frequent RASing with Spanish, American and British tankers (resulting in an ever-growing collection of baseball caps).

● A Merlin delivers supplies to HMS Cornwall as she conducts an anti-piracy patrol off Somalia and (top, left to right) a Huey AB212 from Greece's HS Navarion touches down on Cornwall's flight deck at sunset; Cornwall's Lynx 'Rattler' chases a suspected pirate skiff; and the frigate's Royal Marines boarding party practise marksmanship



pictures: po(phot) owen king, rn photographer of the year



● A Dunstone School pupil tries on an emergency breathing mask on HMS Torbay

Surprise day trip to Torbay

CHILDREN from Dunstone School in Plymstock were told they would be taking a day trip to Torbay.

But headmistress Judy James didn't tell the 31 pupils that the Torbay in question was the Royal Navy's Fleet submarine.

The nine-year-olds, escorted by six teachers, boarded the nuclear-powered submarine to be given an in-depth tour.

They peered into various compartments, looked at the firefighting equipment and were told about the various jobs done in the boat.

Hosted by Cdr Chris Goodsell, the boat's CO, the children were given the rare opportunity of looking through periscopes and trying on breathing apparatus.

Cdr Goodsell, who has since moved on to Shrivensham, said: "The children hopefully had an exciting and informative visit."

"If this day creates an awareness of what the Royal Navy does then we on HMS Torbay have achieved our aim."

Once the school party had departed the crew of HMS Torbay carried on with preparations for their deployment East of Suez.

High-speed certification

AN RFA trainee has gained his Engine Room Watch Rating Certificate in rapid order after undertaking a course at HMS Sultan.

MM2 Steve Critchley (40) took just 12 months to complete the Engineering Technician Initial Career Course – significantly shorter than was the case with previous RFA training.

Steve's was the first certificate to be awarded on behalf of the Maritime and Coastguard Agency.

A toolmaker by trade, Steve was prompted to join the RFA after attending Navy Days and listened to daughter Stephanie's experiences in the RN.

Deep and meaningful ceremony

A NAVY diver has been rewarded for loyal service in a special underwater ceremony.

Acting PO Andy Coulson (34), of Southern Diving Unit 2, received a Long Service and Good Conduct medal at the bottom of a Gibraltar swimming pool.

Andy was in the middle of a two-week exercise on the Rock which included stints at the Military Outdoor Swimming Pool, when he suddenly found himself in the midst of an impromptu ceremony.

"I was not expecting it," said Andy. "I mentioned in passing several weeks ago that I thought it would be good to receive my medal underwater rather than on

the parade ground, but I didn't expect anyone to act on it."

His boss, Lt Simon Leightley, Officer in Charge SDU2, said: "Andy has just been selected for promotion and will soon embark on his professional qualifying course, so it seemed an appropriate send-off to present his medal 'in the office' so to speak."

"I gave a slightly shorter citation than normal – mostly through bubbles."

● **WO(D) Robin Rickard** (Southern Diving Group) (left) joins PO Andy Coulson and Lt Simon Leightley (right) in the Gibraltar pool



Craig joins up – one year on

A MAN who had to delay plans to join the Navy after he was attacked by a gang in St Helens has finally completed his basic training at HMS Raleigh.

Craig Halpin was set to travel from Widnes to Torpoint in June 2008, but two weeks before his joining date he and his friends were attacked in a park by a gang

of violent, drunken youths.

Craig was punched and bitten, suffering a broken nose, split lips and bruised ribs, but he managed to wrestle free to help a friend who had been kicked unconscious, and whom he protected until the police arrived.

The friend suffered severe brain injuries, but thanks to Craig's

intervention is on the mend.

Craig was forced to shelve his career plans until he recovered from his own injuries, and he then acted as witness in the subsequent court cases, which earlier this year saw ten youths convicted of various assault and violent disorder charges.

In recognition of his actions,



Craig (pictured above) was also awarded a silver medal for bravery by the police.

With the case over, Craig returned to the Armed Forces Careers Office in St Helens to resume his application to join the Senior Service, and having passed all the necessary checks he was given the order to report to Raleigh for basic training in May.

Trainee Warfare Specialist (WS) Halpin is now carrying out specialist training at HMS Collingwood and looking forward to his Naval career.



● Comedian Al Murray called in at RMB Stonehouse to do some research for a show at Bickleigh Barracks in Plymouth. The comic, whose alter ego the Pub Landlord has won awards and plaudits for more than a decade, is a keen student of military history and was given a tour of the barracks as well as a good look at some of the kit and the Marines who operate it, including the Jackal. At Bickleigh Al entertained 42 Cdo, 29Cdo (RA) and Stonehouse personnel who served on Operation Herrick in Afghanistan

Picture: PO(Phot) Dave Husbands, 3 Cdo Bde

Sailors prove a class act

STUDENTS from RNAS Cudrose visited Nansloe Community Primary School, Helston, to assist them with their healthy eating campaign.

Trainees on the Basic Observer Course at 750 NAS were invited to build several raised vegetable beds, two high enough to allow children of all abilities to join in.

The beds were built from recycled materials and the techniques used were reminiscent of those taught at Dartmouth during officer training.

The team then turned the hard, dry earth into fertile soil, lacing it with sand and horse manure and top-dressing it with compost, before building a cover for the two lower beds big enough for adults to walk through but would keep birds away from the young plants.

Course Officer Lt Amy Gaunt said: "The students were so enthusiastic about the project and I was pleased to also help out."

"The day was very productive – not only could we see the fruits of our labour at the end of the day but the group had fun working



● Cudrose students (round table, from left) Mid Rachel Boast, S/Lt Laura Cambrook, Mid Hannah Best, Mid Richard McKenzie, Mid Richard Hall, S/Lt Dominic Rotherham (Project Officer), Mid Rob Owen, Lt Amy Gaunt (Course Officer) and Mid Tom Turner

together and ended the day a more cohesive group."

As a final touch the students planted strawberries in one of the raised beds and placed a plaque on the bed from 750 NAS.

Along the coast in Devon, Alexandra House Nursery held a 'My Dad Matters' event.

Children were delighted to bring a Dad into the Plymouth nursery for a fun stay and playtime.

Events included make a den, build and fix, dig and plant, bike repair, music-making, storytime and fit fun.

Lt Cdr Chris Nelson, attending with his wife and two children, said: "I was extremely pleased and encouraged to see the continuing efforts of the staff at Alexandra House to provide both childcare and education for the children of Service and civilian families in Plymouth."

The Dad's day event celebrated the important role played by male role models in children's families.

Another RN man looking round an educational establishment was CPO Anthony Hughes, a weapon engineer in HMS Illustrious, who visited Longridge Church of England Primary School near Preston.

A project had children looking into people in our community that help provide services, and Anthony – whose daughter attends the school – was asked by teachers to talk to the children for 20-30 minutes on the RN.

Deeps and meaningful productions

SHOWS about submarines are not particularly plentiful – but there were two at Edinburgh during this year's Festival and Fringe.

Former submariner CPO Eric – just Eric, no surname – took his one-man show, *Eric's Tales of the Sea – a Submariner's Yarn*, back to the Scottish capital after rave reviews last year.

He has since performed the show, about life on board a Pussers' nuclear submarine, at various arts and comedy festivals.

At the end of July Eric staged his show at the Halifax Comedy Festival as part of a double bill with a former police officer, billed as *The Submariner and the Copper*.

A number of Eric's ex-submariner colleagues were also involved in producing *Kursk*, a play addressing the Russian submarine disaster from the perspective of an RN boat in the Barents Sea.

The play, which features former deep Ian Ashpitel in the cast, enjoyed critical acclaim at the Young Vic in London earlier in the summer before moving north.

Critics were particularly impressed by the claustrophobic setting, placing the audience within the confines of the hull.

Paul calls it a day

COLLEAGUES at RNAS Cudrose have bid a fond farewell to Paul Broomfield, who clocked up 39 years of service.

Starting as a draughtsman in Kent in 1970, Paul moved to the Aircraft Torpedo Development Unit at Cudrose in 1974.

In 1993 he was appointed the first Cudrose Energy Manager, and his final job was Building Manager in the Merlin Training Facility.

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Royals relish Pickel role

YES it is 2009 – and yes those are pack horses hauling military kit across a paddock.

Because sometimes, despite all the mechanisation, all the technology and wizardry, you can't improve upon Nature – as a group of 80 Royal Marines Reservists found.

The green berets left the UK behind for two weeks of high-altitude training in the Californian mountains, Exercise Commando Strike '09.

Pickel Meadows, in the Sierra Nevada mountains about 200 miles east of San Francisco, is home to the US Marine Corps' Mountain Warfare Training Centre.

The Royals are regarded as the UK's mountain warfare experts... but there are no peaks in Britain which truly prepare the commandos for the

problems of living – and fighting – at altitude.

So abroad it is. Sometimes to Norway. This time around to California.

With peaks up to three times higher than Ben Nevis, the US Marine Corps' exercise area just north of Yosemite National Park, was the perfect location.

Even the base camp, sitting at 6,000 feet (1,829m), was higher than anywhere in the UK and from there the reservists began to work their way up to mountains topping 12,000 feet (3,658m).

The air was thin, temperatures were approaching 35°C (95°F) by day, and the men each carried in excess of 70lbs (32kg) of kit on their backs for most of the time – back-breaking work at normal altitudes.

The aim of the exercise was to allow the reservists to practise the skills required in such a challenging environment: climbing, abseiling, crossing rivers, even using pack horses to allow them to carry more equipment.

After six days of acclimatisation during

the training phase, the Royals headed off on a four-day field training exercise based around a scenario in Afghanistan.

And that's pretty apt, because the last time the commandos fought in earnest at altitude was in Afghanistan seven years ago when they hunted down the Taliban in the mountains.

The environment of the Sierra Nevada range – arid soil and rugged vegetation – is reminiscent of the mountains of Afghanistan.

In fact, all US Marine Corps units deploying to that troubled land carry out their preparatory training at Pickel Meadows.

"Commando Strike was a really challenging exercise for the guys, but they performed brilliantly and produced some really excellent results," said exercise director and Commanding Officer of RMR Bristol Lt Col Steve Corbridge.

"Using a realistic scenario for the exercise and having personnel with recent experience

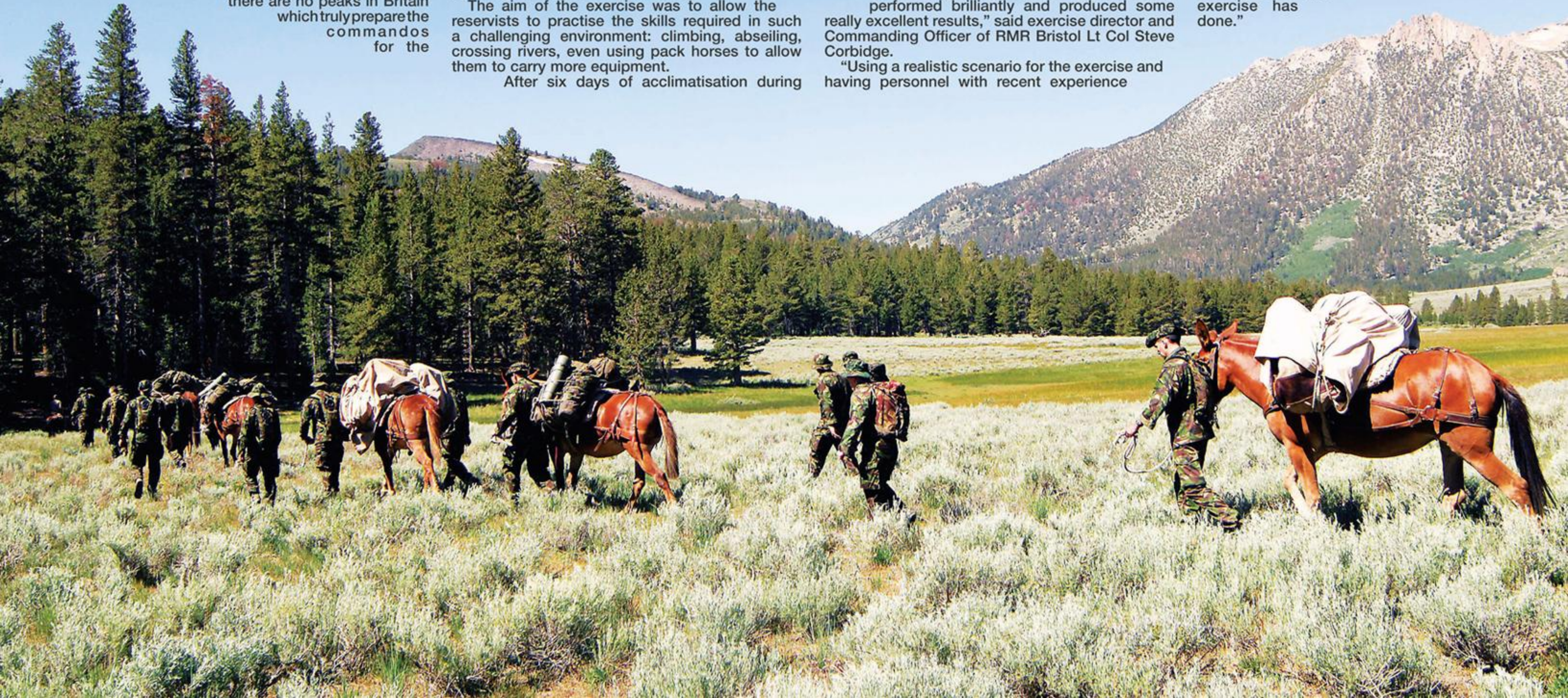
from Afghanistan has given us real operational currency and credibility. I'm very happy with the results."

The reservists were drawn from all five Royal Marines Reserve units – London, Bristol, Tyne, Merseyside and Scotland.

Many had already fought in Afghanistan – alongside their full-time comrades – and a good number of the Bristolians used up some of their civilian leave to take part in Commando Strike.

"We need to invest in the training of our reservists," said Lt Col Corbridge.

"We need to ensure they can achieve and maintain the same standards as their regular counterparts and that's exactly what this exercise has done."





GUARDIANS OF THE SEA
- is the theme of the 2010 Navy News Calendar. Full colour photographs of ships, submarines, helicopters and action shots, including sailors and Royal Marines are featured in the 2010 Calendar.

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Reporting from the Fleet

Navy News Calendar on sale now

Grey sky jinking



● The award-winning Balbo of naval aircraft – seen here at Culdrose – and (left) youngsters get in the spirit of the Cornish air day next to a specially-liveried Hawk jet

IT'S always nice to win an award.

Winning it on your arch rival's home turf just makes it all the sweeter.

Naval aviators walked (or rather flew) away from the world's biggest military air show with the top prize, the King Hussein Memorial Sword.

More than 160,000 people attended the two-day Royal International Air Tattoo at RAF Fairford in Gloucestershire.

They saw more than 250 aircraft from nearly two dozen nations performing – from Eurofighters and French Rafale to the legendary Vulcan.

Two in every 13 aircraft on show at Fairford were Royal Navy – and they combined for the most impressive strand of the two-day aerial pageant.

Forty-one helicopters, jets and propeller-driven aircraft (roughly one fifth of the Fleet Air Arm's strength) grouped together for a mass flypast, or Balbo.

The Balbo takes its name from the inter-war Italian aviation pioneer (and Fascist, but we don't like to talk about that bit) Italo Balbo. It remains as impressive a sight now as it was seven decades ago.

Organisers certainly thought so, for when the hundreds of aviators gathered at the end of the show for the 'Sunday Night Hangar Party', they singled out the naval fliers.

The sword which they received is presented each year for the best overall flying demonstration in memory of the Jordanian king who was the show's patron for most of the 1980s.

It fell to his son, Prince Feisal of Jordan, to hand over the sword to the Fleet Air Arm... who had just returned it; the Hawk jets of FRADU were the last winners of the title in 2007 (the British summer wiped out the 2008 show).

"It's fantastic – a surprise more than anything," said 845 NAS's Lt Rich Liddle receiving the trophy on behalf of his fellow naval aviators.

"We're very proud, obviously, especially when we're celebrating 100 years of naval aviation."

The FAA almost took the Concours d'Elegance ('competition of elegance' for non francophones) trophy too for the best static display.

In the end, the RN had to settle for second place with its 771 NAS Sea King painted in its original livery in the 40th anniversary year of the famous whirlybird.

The Balbo has been a recurring theme in displays involving FAA aircraft in this, naval aviation's centenary year.

We had one over the capital on the birthday itself (May 7), one over Yeovilton (July 11), and a couple at RIAT (July 18 and 19).

And the weather for all of them has been less-than-brilliant. So what hope Culdrose?

Well, not a lot as it happened – but there was a silver lining.

The heavens opened long before dawn on Wednesday July 29. By the time they closed in the mid-afternoon, they'd deposited more than an inch of rain upon the Cornish air station.

But at least it stopped – allowing a shortened display to take place into the early evening.

There was a 28-aircraft Balbo, plus individual performances by Sea Kings, Merlins, Hawks, an RAF Typhoon, and finally, with the sun making a belated appearance, the wing walkers of the Guinot Skincare team and the Royal Jordanian Falcons.

Pictures: PO(Phot) Shaun Preston and LA(Phot) Jenny Lodge, RNAS Culdrose

"It's fantastic – a surprise more than anything," said 845 NAS's Lt Rich Liddle receiving the trophy on behalf of his fellow naval aviators.

● Blue skies at last... The Guinot Skincare wing walkers finally get to perform over Culdrose





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H4H roundup

A COLUMN in brief due to the huge amount of fundraising done by the folks current and former of the RN and RM for Help for Heroes:

■ **POET(ME)** David Hewet and colleagues from **HMS Sultan** took part in the Dartmoor Classic Cyclo sportive, covering 105 miles in just nine hours, and raising almost £100: www.justgiving.com/spew

■ **CULDROSE** pilot Lt Cdr Andy 'Tank' Murray joined the Prime Minister and a horde of other celebrities and servicemen to cook up an H4H fundraising cookbook.

Sales of *Food for Heroes*, published by Accent Press, will see all profits ploughed back into the military charity.

FAA pilot Tank of 849 NAS was invited by the book's author Sqn Ldr Jon Pullen to join the contributors.

Each was asked who their hero is, why, and what would they cook for them?

Tank replied his dad, Sgt George Murray, to whom he would serve his chilli tortillas, saying "I chose my dad as my hero because he was everything I wanted to be when I grew up."

The book can be bought from www.foodforheroes.co.uk and from booksellers at £14.99.

■ **RESERVISTS** – AB Stephanie 'Sandra' Bullock of **HMS Eagle** and PO Julian 'Jools' Davies of **HMS President** – on deployment to Cyprus for Exercise Helios Encounter took part in the annual Cyprus Bay to Bay swim, covering just over one mile and raising more than £200 for the military charity.

■ **MEMBERS** of HMS Heron Climbing Club clambered up a climbing wall to the equivalent height of the highest peaks in Iraq and Afghanistan in just 24 hours. Inspiration and support were provided by H4H pin-up and Page 3 Girl Peta Todd.

Lt Matt Hulse said: "Many of the climbing team have served on active duty in both Iraq and Afghanistan and we wanted to do something to help those who aren't as fortunate as we are."

"The challenge has been a whole team event and I am ecstatic that we have been able to raise so much money."

Sponsor at: www.justgiving.com/twin-peaks-challenge

■ **AT an event at HMS Wildfire** in Northwood, H4H were presented with £445, money raised by the unit through donations, raffle profits and the sale of merchandise.

During the evening, the Reservists put on a display of problem-solving and ship's protection for their guests – local employers, councillors, sports stars (including rugby player Kevin Sorrell of Saracens) and potential recruits.

■ **A TEAM** from HMS President, along with a group from HMS Calliope, conquered the Ypres 100km, with one participant New Entry Zoe Townsley managing to raise over £600 for H4H.

However apparently it came at a price, with a few aches, pains and blisters, which led to some fascinating walking techniques rather akin to a Madness video...

■ **SAILORS** from the ME department of **HMS Ark Royal** walked the 62-mile Coastal Path around the Isle of Wight, raising money for both H4H and Cancer Research.

■ **EACH** time a Serviceman or woman withdraws cash from a Forces Financial cash machine, 5p is donated to H4H for the Fast Cash screen withdrawal.

■ **Former MAA Stephen Unwin** and his old oppos have devised Little Ted's Big Adventure, already raising £100, whose worldwide exploits can be followed through www.justgiving.com/little_teds_adventure

■ **LS(Sea)** Anthony 'Nobby' Clarke of HMS Edinburgh raised over £700 with a barbecue outside the ferry on the Isle of Dogs during the London Marathon.

Walking in the past

NOPE, we promise you these (right) are not Viking raiders, but 4th Century Roman warriors wearily pacing the length of Hadrian's great barrier against the barbarian hordes of Picts.

Or rather this is a team of sailors from Portsmouth Naval Base who took up the challenge of Barbarian Stomp, joining forces with their Army colleagues (pictured together below), to tramp along the length of Hadrian's Wall dressed in authentic outfits to raise funds for Help for Heroes and the Army Benevolent Charities.

Curiously both Navy and Army teams had come up with the same idea, and it took David Richardson of Portsmouth-based Roman re-enactment group *Legio Secunda Augusta* to bring the two teams together.

Led by Roman enthusiast LLogs(SC) Derek Thompson, the Naval walkers were clad in the gear of 4th Century Centurions and soldiers, supplied by fellow trekker Dental Nurse Alyssia van-Linton, a gladiator from the re-enactment group who has trained people for stage and film combat, and is a keen Roman historian.

It took the team five days to cover the 84 miles from Bowness to Tynemouth, camping over night in tents arranged through the logistics crew of the Army team.

The Army men, clad as the more conventionally-perceived 1st Century Romans, were led by WO Carl Cooper of 159 Supply Regiment.

Both teams of walkers wisely decided to abandon the notion of Roman-style sandals in favour of proper hiking boots in the rough terrain.

And Derek did admit to coming to loathe very rapidly the large heavy shield that he bore upon his back. Which then stayed in the support van on later days.



Along the route and at each stop, the walkers rattled collecting tins, garnering over £3,500 for their military charities to date.

Derek praised the people and communities he met along the way.

He laughed: "Newcastle was amazing – there were kids from the estates, jumping over fences to give us money."

"Newcastle and Carlisle were fantastic. We had a brilliant reception. The people were out of this world."

If you would like to pledge your support for the Barbarian Stompers, visit the website at www.justgiving.com/hadrianswallwalk19-24jul09



● The Romans of the Army and Navy on Barbarian Stomp

Nelson team set Peaks record

THE PT staff from HMS Nelson threw themselves into the Seafarers UK 24 Peaks Challenge, hammering 15 rival teams to take the winner's laurels and set a new record.

The teams climbed 24 peaks across the Lake District in just 24 hours to raise money for the maritime charity Seafarers UK.

And the winning Naval team romped home in just 16 hours and

23 minutes.

Funds raised from the day – which are in excess of £90,000 – will go to support people and their families who risk their lives to work at sea.

Plans are already in hand for next year's event, so if you would like to take part, contact Lee Dobbins at Seafarers UK on 020 7932 5961 or lee.dobbins@seafarers-uk.org.

Support for seafarers

A NEW telephone helpline has been set up to make sure that seafarers and their families know where to go to get the help they need quickly.

There are almost 150 maritime charities that provide support services to RN, RM, Merchant Navy, fishing fleets and their families.

The Seafarer Support line, a freephone service operated by the Merchant Navy Welfare Board, is funded by the Maritime Charities Funding Group, a partnership of: Seafarers UK, Royal Navy and Royal Marines Charity, ITF Seafarers Trust, Merchant Navy Welfare Board, NUMAST Welfare Funds, Seaman's Hospital Society and Trinity House.

The Freephone service on 0800 121 4765 is available between 9.30am-4.30pm on weekdays, but outside these hours messages can be left, which will be responded to within one working day. Alternatively visit online www.seafarerssupport.org.



Bikers for babes

TWO women – Cdr Karen McTear and Barbara Ewart (pictured above) – have leapt on to their bicycles in response to a calling notice from Prof Lord Robert Winston for women to cycle 450km through China's Beijing Province to raise money for the Institute of Obstetrics and Gynaecology Trust's Women for Women charity.

Karen, now to be found in Whitehall at the DTR IPT, and Barbara, PA to FOST ACOS (Training) on Whale Island, are seeking to raise £7,000 in sponsorship for the charity's groundbreaking medical research.

If you would like to support them, visit www.justgiving.com/barbara-and-karen.



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● 'Challenging' July weather for the Chara Challenge
Picture: PO(Phot) Gaz Faulkner, Peregrine Trophy winner

Black Knights triumphant

PERHAPS it should be no surprise that the Royal Marines of K Company 42 Commando romped home triumphant ahead of their 46 rivals in this year's Chara Challenge. After all, the fundraising race does replicate the final Commando Challenge.

The 30-mile race over Dartmoor brought together 208 men and women, service and civilian, in 47 teams to set out at dawn with the July weather promising unseasonal 'challenges' ahead.

Sgt Jonathan Williams of the winning team said: "This was a superb event – well organised and very competitive. The money we raise will really be appreciated and will make a difference to the people who need it. Hopefully it will carry on next year."

The Exploiters of UK Landing Force Command Support Group were only eight minutes behind their K Company compatriots, and four minutes behind them arrived the Royal Marines Reserves of London – a particularly satisfying third place as they were ahead of 29 other 'regular' military teams.

One of the organisers is former Operations Officer of 3 Commando Brigade, Lt Col Harry Thomsett, who returned from Afghanistan in April. He said: "The Chara Challenge has demonstrated that it is possible to run an event that both challenges the participants and provides them with an opportunity to raise money for a cause that they feel strongly about."

"In this instance, through the fundraising efforts of our participants, the Chara Challenge has raised over £70,000 for BLESMA, Combat Stress and the Service Benevolent Charities."

"This money will directly support our injured and the dependants of our fallen comrades. Could there be a better cause?"

Organisers are already planning for next year's event, and a full list of results can be found at www.charachallenge.com. Donations can still be made through www.justgiving.com/charachallengehome.



● The Blue Knights, mostly of the Leicestershire Constabulary, visit HMS Quorn

May the Force be with Quorn

DESPITE the distinct lack of coast in the midlands region of Leicestershire and Rutland, it remains proud of its links to the Royal Navy and the affiliation between its town of Quorn and the minehunter.

PC Alan 'Gunner' Morris of the Leicestershire Constabulary said: "It's not easy for the crew to bring the ship to us, so I decided to ride down to meet them!"

"The aim of the ride was to forge links and build a strong friendship with the ship and its crew."

And so, with the agreement of ship's CO and Chief Constable, plans are being put in place for an exchange between the two forces.

First up, the Blue Knights – a law enforcement motorcycle club for police, prison, custom and Service police officers – arranged to journey down to Portsmouth to see the Naval warship in her home base, with a spot of fundraising along the way.

Gunner said: "The response from the Chief Constable down to the staff working shifts on the streets was quite amazing. The support shown to our own warship was very heartwarming."

"The ride from Leicestershire Constabulary HQ was planned with ship's crew, PO(D) Jon 'Stew' Stewart, the ship's coxswain, who happens to live in the Midlands near us."

The 24 Blue Knight bikers set off from the HQ in the morning, gathering more allied bikers and minehunter crew members along the way, until a formation of 32 bikes arrived at Unicorn Gate.

After a welcome on board – the oh so traditional Naval cup of tea and biscuits – an exchange of gifts took place, with the policemen handing over a limited edition print, limited edition Leicestershire police force medallions, a police helmet and a plaque, in addition to 45 crested alarm clocks (one for each

member of the ship's company) – and a bottle of rum!

"The medallions were presented to Stew for making the trip happen," said Gunner, "and riding with us most of the way. The others went to Lt Cdr Brett Dawe RAN and to a Leicestershire lad serving on board, Phil Bowden. It's great to have someone on board with connections to the county."

And in response the policemen bore back to their Leicestershire HQ a framed picture and HMS Quorn plaque for the office walls.

A tour of the ship led Gunner to comment: "My first impressions were how cramped conditions were on board. The tour was excellent and very interesting indeed."

"Stew also arranged for us to ride around to HMS Victory for a guided tour of the ship, which was the icing on the cake."

From Portsmouth Naval Base the bikers headed north to Southwick Park where they were hosted by the Royal Military Police overnight, and enjoyed a tour of Southwick House itself.

The riders all made donations to the Royal Naval Benevolent Trust as a fundraising effort.

And Gunner has one last message to the men of Quorn: "Sorry it took us 21 years to make contact with you, but now that we have found you, we won't let you go."

"And remember this, a very warm welcome awaits you all within the Leicestershire Constabulary and our county."

Gunner adds: "As Rutland is the smallest county in the UK, it has the motto 'mutum in parvo', meaning much from little."

"HMS Quorn is not the biggest ship in the Fleet but it packs a powerful punch and has an important role to play."

schools roundup

■ BRAVE sailors from HMS Collingwood put themselves in the firing line when they volunteered for the Soak a Sailor stall at the Lee-on-the-Solent Infant School's summer fair.

The Phase 2 sailors helped set up tables, chairs and tents and manned the stalls and bouncy castle before getting very wet when children (not to mention parents and colleagues) enthusiastically threw wet sponges at them.

PO Simon Hall, who organised the fair and is also the chairman of the school's Parent Teacher Association, said: "My daughter goes to the school, so it gave me great pleasure to raise £500, which will be spent on enhancing the lives of the children when they are at school."

■ AND at St John's School in Gosport more Collingwood Phase 2 trainees helped with the preparations for the school's 100th birthday party.

Children and staff dressed up for the event in costumes from the different decades from the school's history.

The team moved a piano from inside the school to the playground, in order to hold the school blessing in the sunshine. They also helped with lifting and shifting the tables for the street party and preparations for the visit of the Mayor of Gosport, Cllr Diane Searle.

Former Master-at-Arms Malcolm Smith, the finance governor of the school, said: "We were thrilled that the Collingwood team was able to lend a hand."

■ TOTS at a new nursery were given a special treat when two Royal Marines visited them for a day.

The Marines from 42 Commando, based at Bickleigh Camp, joined the children, aged up to three, at the new Little Tugs Radford crèche, at Plymstock.

The crèche is part of the Radford Royal Navy childcare organisation which put on a week of visits looking at uniformed services, including the Plymouth Fire Brigade and the Ministry of Defence Police.

The Royals arrived at Little Tugs with kitbags for the children to look at, and helped them try on hard hats and put on camouflage face paint.

They also bought a vehicle for the children to sit in and set up an assault course to them to tackle.

■ STUDENTS from No 122 Course of the Defence Helicopter Flying School at RAF Shawbury headed over to the Hazles Farm Day Nursery to build a new day area, sunshade for the toddlers' play area and to plant several large tree areas.

■ AND the Commando gunners of 29 Commando Regiment at the Royal Citadel headed over to Alexandra House Day Nursery to present a cheque for £300 raised by chapel congregation collections. The donations will help Alexandra House offer childcare to Service and ex-Service families at reduced cost.

■ FINALLY the Marine Engineers from HMS Ark Royal headed over to the Rainbow Centre in Fareham to brighten up the building.

Ten volunteers, led by LMEA Mark Husband, set to work painting interior walls, cleaning the outside of the building, and other work around the site.

The centre helps children with cerebral palsy, adults with multiple sclerosis and Parkinson's disease, and recovering stroke victims.

■ AND, while not actually schools, the Yellow Ribbon Foundation has launched its Christmas Prize Draw fundraiser in aid of the Forces Children's Trust.

For more details or tickets (50p each) visit www.shop.yellowribbon.org.uk.

schools roundup



Moonlit steps

MEDICS from the HMS Nelson Medical Centre raised some £1,200 when they completed a 12-mile 'moonlight memories walk' through the night-time streets of Portsmouth, in aid of the local Rowan's Hospice. The walkers are (pictured left to right) MA Richard Ssunna, CPOMA Mike Bosworth, MA Lianne Spiby, MA Leanne Sandford, WO Carol Murray-Jones, Mrs Nia Brewster, Dr Lisa Randall, LMA Clare Williams, and MA Al Zasada (although we have no idea who the man on stilts is...).

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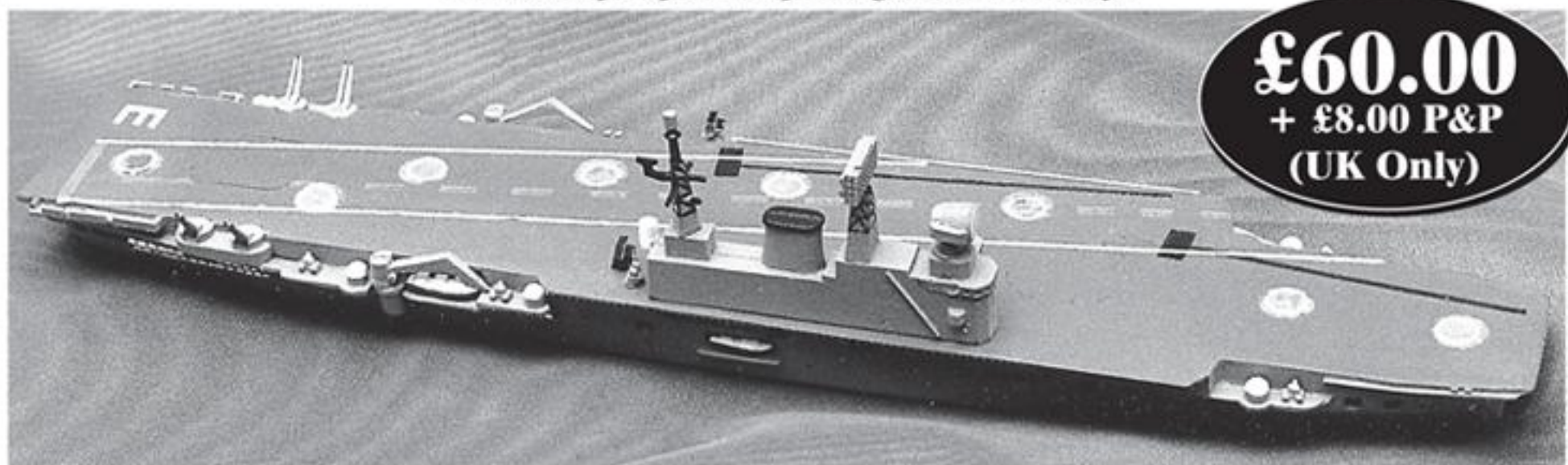
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A rum do on Victory

JUST one day shy of 39 years since Black Tot Day, the tot of rum was back in focus on board HMS Victory.

Charles Tobias, the founder and chief executive of Pusser's Rum, was welcomed by the Second Sea Lord Vice Admiral Sir Alan Massey onto his historic flagship with an exchange of gifts.

Mr Tobias, a long-time supporter of the Royal Navy, donated US \$45,794 (£27,772) to the Royal Navy and Royal Marine Charity (RNRMC) – this total is made up of a proportion of the sales of this most Naval of rums.

Mr Tobias explained his earliest encounter with the drink – described as 'the single malt of rum' – at the somewhat tender age of 12.

When his father returned home at the close of World War 2, Mr Tobias' uncle, an officer on a Flower-class corvette, brought a jug of Pusser's Rum to the family homecoming.

Mr Tobias recalled: "You have to remember everything was rationed – our water glasses were jam jars. At that time I was 12, but we passed that rum all around. So I got my first slug right there."

But it was not until many years later that a somewhat more mature Mr Tobias caught up with the Naval drink once more.

In 1978, as he had just set out from Gibraltar to cross the Atlantic to Barbados, his yacht Mar developed problems with a small pump.

Upon spying a nearby Naval ship, Mr Tobias pulled up alongside to ask if they might have the spare he needed.

Not only did the amiable commanding officer provide a replacement part, but he gave his guest an old two-gallon jug of Pusser's Rum.

"We had two weeks across the Atlantic to drink the whole bottle," said Mr Tobias, "and that was it – I was hooked."

With only an empty bottle remaining, the businessman was left with a determination to launch



● 2SL Vice Admiral Sir Alan Massey and Pusser's Rum CEO Charles Tobias on board HMS Victory

Picture: LA(Phot) Karen Williams

Pusser's rum upon the global market.

It took two years of tough negotiation before Mr Tobias was able to persuade the Admiralty to part with their precious formula and allow the use of the White Ensign upon the label, but in 1980 the Naval rum first went on sale to the general public.

And from each of those sales, part of the money has long been set aside for the Royal Navy Sailors' Fund – now in the form of the RNRMC.

Vice Admiral Massey paid tribute to his guest: "There is a huge amount he does for the welfare of the sailors."

The admiral stressed that every penny of the donation goes straight to the welfare of the men and women of the RN.

Robert Robson, chief executive of the Royal Navy and Royal

Marines Charity (RNRMC) commented: "The generosity of Charles Tobias and Pusser's Rum enables the charity to improve the quality of life for people in the Navy and their families."

"This donation goes towards providing really great extras, be they a new narrow boat for Yeovilton, a bowling alley in the new supermarché at Faslane or providing wonderful new childcare facilities at Alexandra House in Plymouth, to mention just a few of the projects we have helped recently."

In an exchange of gifts, Paddy McClurg, general secretary of the Royal Naval Association, presented Mr Tobias with life membership of the RNA, marked by a scroll, a tie and a pin badge.

Mr Tobias took from his jacket his own US Marine cap badge to pin on his new gift – a symbol

distinguished from other RNA badges as the writing is set against a red background rather than the traditional blue.

In Cdr McClurg's words: "Badges like that are like rocking horse teeth. As far as our association is concerned, that is the highest honour you can get."

In addition, Mr Tobias was presented with a silver medal, a limited edition produced by the RNA with Nelson's bust on one side and the RNA coat of arms on the other.



● Detritus the troll (aka Cdr Tim Stoneman Ret'd) takes to the stage as part of Collingwood RSC's production of The Fifth Elephant

Droll troll

A TROLL, werewolves, dwarven warriors and vampires – the players of the Collingwood RSC (Random Salad Company) really know how to make their lives easy when it comes to putting on a show...

Yet the brave theatricals of HMS Collingwood undaunted brought to life the Discworld story of Sir Terry Pratchett at Portsmouth's New Theatre Royal in their latest production of the series written by the playwright Stephen Briggs.

It is now well-known that Sir Terry has a rare form of Alzheimer's disease, so a collection took place over the run of the show for the Portsmouth branch of the Alzheimer's Society, which garnered over £500 for the charity.

The Collingwood RSC's next production will be *Snow White and the Seven Dwarves* running from December 2-6 at the Millennium Hall at HMS Collingwood (box office 07502 037 922, tickets £6).



● Trainee sailors Rachael Woolley, Gaynor Jones, Wayne Roycroft and Thomas Parker with their classmates at HMS Raleigh

Picture: Dave Sherfield

Press gang at Raleigh

FOUR trainee sailors from HMS Raleigh's Drake Division formed a very special press gang to raise money for the Royal Naval Benevolent Trust.

The four – Recruits Rachael Woolley, Gaynor Jones, Wayne Roycroft and Thomas Parker – made sure their classmates always looked their best with razor-sharp creases in exchange for a small donation to the Naval charity.

As the recruits were in week seven of their nine-week basic training, they were due to make their first appearance on parade in their ceremonial uniforms – and the press gang made sure they looked their best.

The trainees raised over £50 for the RNB, the charity which provides support to serving and former members of the Royal Navy and Royal Marines, and their families, in times of need.

Find out more at www.rnbt.org.uk.

Concorde concert at Heron

AND in another fundraiser for the Royal Naval Benevolent Trust, the Pendyrus Male Choir with concert pianist Richard Baker are promising an evening of musical extravaganza at the Fleet Air Arm Museum at RNAS Yeovilton on Saturday September 26.

And all beneath the wings under that unique symbol of flight, Concorde.

Organiser Peter Hughes said: "I served in the Royal Navy, I feel a loyalty to the Service and will support them in any way I can, which in this case is to raise funds for the RNB."

"Hopefully this concert in its unique venue will be a forerunner to many more opportunities to raise funds for the RNB."

Tickets, costing £10, can be ordered by telephoning 01935 456299 or 07785 253923.



Poppies in Paris

CPO Graham Blick of the Fishery Protection Squadron is joining 250 other cyclists this month to pedal from London to Paris for the Royal British Legion.

This is the 14th year of the fundraising bike ride, covering 400km through Kent and Northern France. The ride ends at the Arc de Triomphe with a ceremony at the Tomb of the Unknown Soldier.

Graham (pictured above) said: "It will be a daunting challenge – before I started training I had never cycled more than eight miles in one go. I think the hardest thing will be avoiding all the cars in France and not getting saddle sores."

Although perhaps Graham should have been inspired earlier – his wife Lt Sarah Blick has previously cycled from Land's End to John O'Groats, and his father David Blick rode for the Legion in Poppy Bike 2008.

If you wish to show your support, visit www.bmycharity.com and type in Graham Blick.

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Business as usual

THE FOCUS of the world's media may have swung dramatically from events in Iraq to the bloody conflict in Afghanistan in recent months, but it is pretty much business as usual for the Royal Navy in the Middle East.

Among the warships working in the Arabian Gulf are a clutch of minehunters, a couple of landing ships, a frigate and a fast tanker, while a fixture in the region has returned home after her long deployment.

Type 23 frigate HMS Kent is supporting Combined Maritime Forces by patrolling the region in a bid to promote stability and prosperity – it is not only international shipping which benefits from safe sea lanes, but local traders and fishermen, who

are quite happy to get on with their lives and livelihoods without the threat of conflict or piracy.

Kent, like her predecessors on the beat, goes some way towards achieving her aims by interacting with local sea-going traffic, including fishing dhows, listening to their concerns and explaining how the Royal Navy works with host nations to provide a safer environment for everyone.

The value of training comes to the fore on tasks like this.

Sending teams of sailors away in small sea boats certainly focuses the mind of her Commanding Officer, Cdr Simon Hopper.

"HMS Kent has trained hard to ensure that we can do this well, but ultimately, I have to have the confidence that my teams on board Kent and those in the boats have the skills and training to cope with the unexpected as well as the routine," he said.

There are challenges on board the mother ship as well – temperature can rise well above 40°C and sandstorms are a risk.

And while a spell alongside all a thorough clean of the upper deck, ongoing maintenance at sea is vitally important every nook and cranny – and sensors and weapons system – is to be kept clear of dust and sand.

Kent's youngest sailor, AB Marie Waller, said: "This is my first deployment and I can't believe how much I have seen and learnt since we sailed."

"I'm really enjoying my time on board and the opportunity to visit parts of the world I never would have expected to visit."

Meanwhile, RN minehunters are working hard out of Bahrain. The ships put in a long deployment while the crews swap around in waves. It appears, to the untutored eye (includes the News Editor – Ed), to be a giddy round of numbers.

Thus we have seen Crew 8 farewell to HMS Atherstone in the Gulf, while Crew 6 pick up the traces.

And while Crew 8 ask Crew 6 to look after 'their' ship till they are reunited in January, Crew 7 are asking the same of Crew 5 over HMS Chiddingfold.

A similar scenario can also be seen on board Sandown-class sisters HMS Grimsby and HMS Pembroke.

(If you are interested, Crew 1 resurfaces in HMS Ledbury next month, while Crew 1 has just HMS Grimsby to transfer to HMS Walney. You are probably sorry asked now.)

In terms of tasks, minehunters have been probing sea beds for suspicious objects (it is, after all, what they do) but their sailors have had the chance to try something different in the Middle East, such as skiing – in Ski Dubai's icy dome as well as just enjoying a swim in a pool with a cool drink to hand.

That is not to say they have been called on to show their mettle.

HMS Pembroke, for example, carrying out routine tasks when received a distress call from the Salem 1 some 20 miles off Qatar.

The Sandown was first on scene, followed shortly after by HMS Lyme Bay, and the British ship learned that the stricken vessel had lost all propulsion and power.

Although the sea was somewhat rough, it was safe enough for the crew to remain on the Salem overnight, while Pembroke stood guard and alerted the UK Maritime Component Command (UKMCC) staff in Bahrain, who started to help down the Salem's owners and a

Diligence comes home after long deployment

SUPPORT vessel RFA Diligence has returned to the UK after an 18-month deployment which saw her visit 11 countries in three continents and steam the equivalent of more than twice round the world.

The forward support ship originally deployed as part of the Royal Navy's Orion 08 task group, and detached to provide support for two Hunt-class mine countermeasures vessels bound for the Gulf.

And apart from the occasional 'excursion operation', the former North Sea oil rig support vessel remained in the Gulf.

Among her roles were the support of RN ships, submarines and divers, carrying out coalition maritime security operations and acting as mother ship for MCMVs in the Arabian Gulf, Northern Arabian Sea and Gulf of Aden.

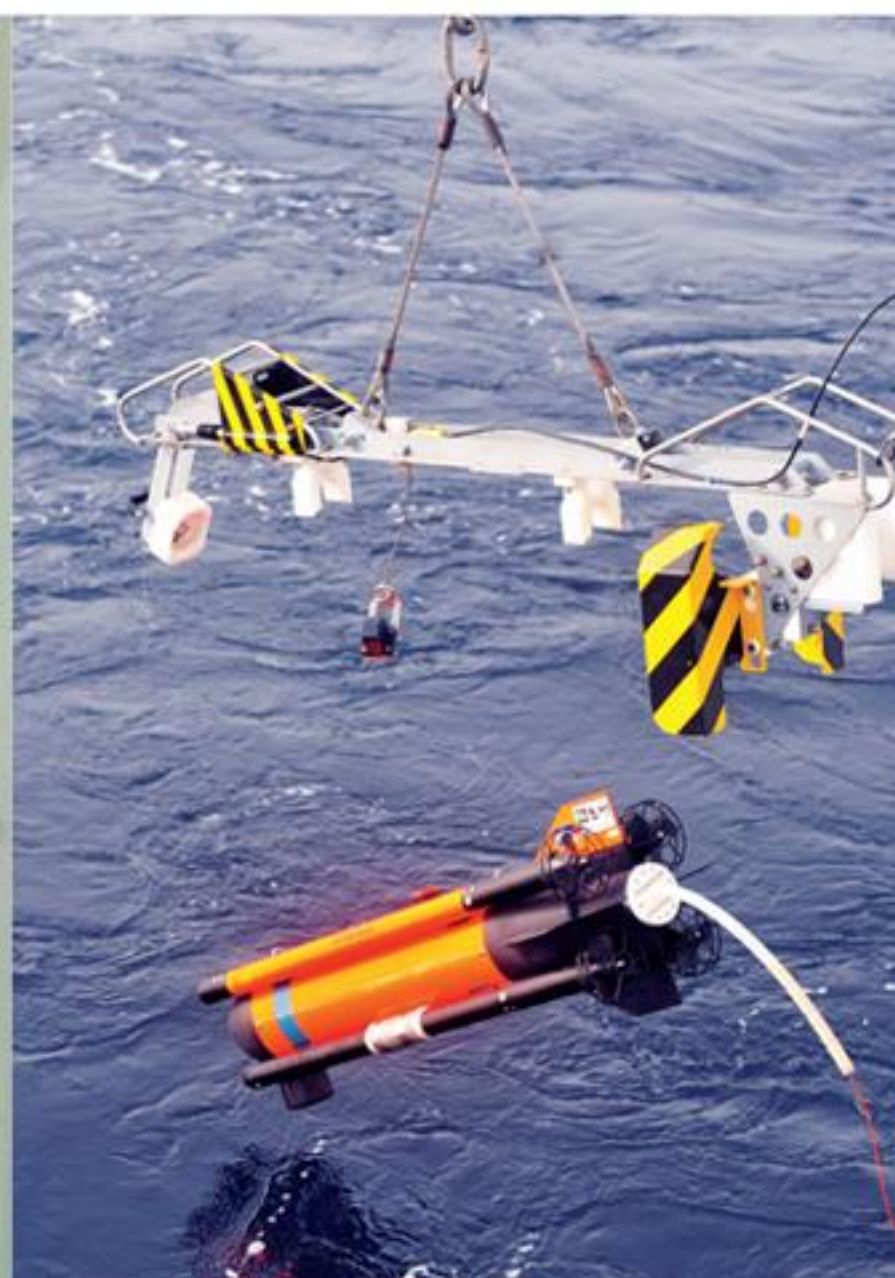
She participated in multinational maritime exercises in waters off the United Arab Emirates, Pakistan and Bahrain, and she helped out the US Navy by providing a mobile heavy-lift crane facility to the Iraqi oil platforms in the

Northern Arabian Gulf.

Among the highlights for the ship's company during her 55,000-mile deployment were cultural port visits to the island of Mahé in the Seychelles, Dubai in the UAE, Goa in India and Odessa in the Ukraine.

She also spent three weeks on anti-piracy patrols in the Gulf of Aden, working for the coalition Combined Task Force to secure sea lanes in the Somali Basin and off the Horn of Africa.

● Clockwise from top right: RFA Lyme Bay, HMS Atherstone and HMS Grimsby conduct Officer of the Watch manoeuvres; Lyme Bay and Grimsby during a training exercise; HMS Atherstone under way in the Gulf; Atherstone (pictured), Pembroke and Grimsby carry out Officer of the Watch manoeuvres on their way to carry out routine tasks off Bahrain; Lt Cdr Chris Nelson (left) and his younger brother PO Philip Nelson on the jetty at Bahrain in front of their ship, HMS Atherstone; HMS Kent's sea boat approaches a dhow at sea during maritime security patrols; (right) HMS Kent's sea boat returns to the frigate after checking a vessel; (below) mv Salem 1 wallows in rough seas after losing power and propulsion – HMS Pembroke stood by to ensure her safety; (left) the sweep deck crew launch the Sea Fox mine disposal vehicle from HMS Atherstone



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them to her plight.

The minehunters have been operating with Lyme Bay as their mother ship, as well as training with the Bahrain Coastguard and US Navy force protection boats.

There have also been trips to a US Air Force base for a chance to get acquainted with the Desert Hawk helicopters.

AB (Diver) Watson, of HMS Chiddingfold, said: "I am enjoying life in Bahrain."

"When we are working we are really busy with lots of diving and other tasks to keep us occupied."

"Bahrain has some good nightlife too, and the American facility is brilliant with loads of stuff to do. The gym is also really well equipped."

"The heat is quite extreme out here but I am starting to acclimatise, and after the middle of September it will start to get cooler."

Before we leave the minehunters, Atherstone can boast two brothers with an illustrious Naval name.

Lt Cdr Chris Nelson has taken over as Commanding Officer, while his younger brother, PO Philip Nelson, is just finishing his ten-month stint as a mine warfare specialist on board.

Although their father was also in

the Navy, they did not know they were directly related to Admiral Lord Nelson until they were shown a large-scale family tree by a relative at a family funeral.

The Navy's fast fleet tanker, RFA Wave Knight, has played a low-key role since she was involved in two anti-piracy strikes in April.

But things have been a little more interesting for the other Bay-class ship in the Gulf, RFA Cardigan Bay, which has had to travel south to Bahrain earlier than planned to rectify some technical problems.

En route to Bahrain Cardigan Bay conducted a number of rendezvous, exchanging stores with Wave Knight and embarking a RIB from HMS Richmond – which arrived back in the UK last month – for repairs.

While in port crew exchanges were carried out, and the US Navy Maritime Expeditionary Security Force crews also swapped over.

The departing team had been with the ship for several months and had become an integral part of the ship's capability.

To mark their departure a plaque was presented to the captain and crew of the Cardigan Bay by Lt Rodrigue and ITI Riner.





'ONCE NAVY, ALWAYS NAVY'

Branch round-up

A CHEQUE for £1,500 was presented by the President of the Gosport branch of the Submariners Association, Rear Admiral Anthony Whetstone, to Steve Hobbs, Chairman of the Gosport and Fareham Inshore Rescue Service (GAFIRS).

The money will help buy and kit out two rescue canoes, which will bear the Association logo and submarine Dolphins on their hulls.

THE Royal British Legion of Devon is to stage its County Rally on Sunday September 13 as part of the Military Heritage Weekend at the Okehampton Army training camp.

Attractions will include a display of vintage military vehicles, cadet demonstrations and the opportunity to meet serving Royal Marines and soldiers.

BEXHILL-on-Sea branch held a special service at St Augustine's Church on Armed Forces Day to enable residents to come together to remember Service personnel past and present.

Cadets from TS Hastings and the local ATC unit played their part, standards were paraded and more than £220 collected for Help For Heroes.

YORK branch attended a parade in the city to celebrate the rededication of destroyer HMS York after refit.

The Area 11 and York branch standards were on parade as the ship's company exercised their right to the freedom of entry to the city, and branch officers and the Area 11 representative attended a reception afterwards.

THE Royal Naval Patrol Service Association was due to unveil and dedicate a new memorial to the RNPS at the National Memorial Arboretum in Staffordshire as *Navy News* went to press.

The memorial takes the form of a large granite block topped by a mine, with four panels giving details of the wartime minesweeping service provided by the RNPS, which lost some 14,000 men and 600 ships.

AROUND 90 members and friends of Falmouth branch gathered at the Falmouth Beach Hotel for a lunch to mark the 100th anniversary of naval aviation.

Guest of honour Cdr Ian Fitter, Commander (Air) at RNAS Culdrose, spoke of the history of the Fleet Air Arm, and by chance was asked to present a certificate of life membership to S/M Ted Turvey (92), who was born in the cradle of naval aviation, Sheerness.

S/M BRIAN Searl (72), of the City of Glasgow branch, was one of two veterans who had the honour of raising and lowering the special Armed Forces Day flags at the beginning and end of the city's tribute to the Services.

THE Submariners Association (Derby branch) was due to present their guide dog puppy Derby to the CO of submarine HMS Ambush as *Navy News* went to press.

The puppy marks the close association of the boat and city, and the association raised £5,000 in just six months for the Guide Dogs for the Blind Association.

Beer branch standard is laid up

BEER branch laid up its standard at the local church as time was called on what was one of the strongest branches in Area 4.

The ceremony was carried out by the vicar of Seaton and Beer at Beer Church, and among those attending were the chairman of Area 4, the few surviving members of the

decommissioned branch and shipmates from Axminster and Chard.

The Area 4 standard was paraded, as was that of Axminster branch. Beer was at one time one of the strongest branches in the area, having more than 130 members, and Axminster and Chard branches were born of

Beer branch.

But such was the decline in numbers that it was recognised Beer had had its day.

Indeed, none of the Beer shipmates was fit enough to carry their branch standard for the final time, so that honour went to the deputy area standard bearer.

Former Ganges boys gather at Pakefield

FOR the second year running almost 400 former Ganges boys returned to East Anglia for a chance to swing the lamp and meet up with old oppos.

The second Pakefield Gathering of the HMS Ganges Shotley Boys saw the majority representing the years from 1948 and on through the 1950s.

The weather was once again kind to the veterans, who revelled in the quality of the victuals and accommodation, complete with "first-class disabled facilities, not forgetting superb entertainment,"

according to S/M Bernie Corrie, of Blake Division, 5 Mess 1951.

Bernie explained that until 2007 the Pontin's holiday camp at Pakefield, near Lowestoft, had been the main reunion venue for the HMS Ganges Association.

"For many years it agreeably provided weekend gatherings, with many an old oppo being greeted for the first time in 50 years or more in some cases with the wartime entrants or HOs, as they were known at the time - Hostilities Only," said S/M Bernie.

He said that the decision had been made at the 2007 AGM

to move the annual reunion to Blackpool, which was "by all accounts a success," he said.

"However, this decision took the reunion away from Pakefield, which is in Suffolk and the home county of HMS Ganges - soon to become a housing estate - and provides easily-managed visits to that hallowed place, with the museum on the foreshore in the old Ganges training establishment days.

"The Pakefield gathering is now an annual event, a great psychological aspect for the visiting veterans.

"Holding the reunion away from the Pakefield location not only denies the opportunity to visit the Ganges site but also the Ganges museum at Shotley."

S/M Bernie also said he believed that the cost of an 'outstation' reunion also had to be taken into account.

"A major point in the 'old Ganges boys' calendar, [the Pakefield reunion] had been a valid annual event from 1983 to 2007," said S/M Bernie.

Sun-baked extravaganza attracts 150

THE Bulwark, Albion and Centaur Association AGM and reunion at Sand Bay Holiday Village near Weston-super-Mare attracted some 150 members and guests for a sun-baked, three-day extravaganza.

At the AGM two members were presented with certificates by the President, Vice Admiral Sir Patrick Symons.

Henley Howard and Roy Walton joined the association on its inauguration in 1979.

Guest speaker at the gala dinner was Cdre Jerry Stanford, the first Captain of the current HMS Bulwark, while the current HMS Albion was represented by Lt Ian Lightfoot.

The top table also included Sir Patrick, Col Mick Reece RM, Capt Jimmy James RN and Lt (SCC) Dave White RNR, the CO of TS Centaur.

The evening raffle raised £300 for Help For Heroes.

Secretary and reunion organiser S/M Denis Askham said: "Our association is bucking the trend and goes from strength to strength."

"We have a proactive committee who look to the future."

Sailors dominate at skittles

WHEN HMS Ledbury visited Weymouth several members of Bridport branch took the chance to go on board - the parents of the minehunter's Commanding Officer are both members of the branch.

The group were given a tour by CO Lt Cdr Chris Nelson, then enjoyed tea and stickies in the wardroom.

The Hunt-class ship's visit also coincided with Dorchester branch's tenth anniversary - and their popular annual skittles evening - so Bridport and HMS Ledbury both put up teams, as did Portland and Sherborne branches and the Ganges Association.

Sadly for the ex-Navy contingent the youngsters showed no mercy and soundly trounced the opposition - causing a problem for the Admiralty, as the winners of the trophy are expected to return next year to defend their crown.

With sausage and chips on the menu, all enjoyed a good evening.

The 'old salts' of the various branches had a chance to cement relations and chew the fat with serving members of the Grey Funnel Line, while today's sailors were allowed to let their hair down (metaphorically) before they deployed.

Ton celebrated

THE Fleet Air Arm Association (Hanworth branch) have celebrated the 100th anniversary of the foundation of Naval aviation.

More than 100 people attended to witness the SODS Opera ladies give a marching display, and the whole cast led the community singing.



● Veterans and families gather at St Peter's Tandridge for a service of thanksgiving marking the anniversary of the Yangtze Incident

Veterans recall heroes of the Yangtze Incident

THE 60th anniversary of the end of the Yangtze Incident was marked by a service of thanksgiving at St Peter's Church, Tandridge, the site of the grave of Cdr John Kerans, CO of HMS Amethyst.

The incident, when Chinese Communist forces opened fire on Amethyst as she made her way up the Yangtze to relieve Nanking guardship HMS Consort, resulted in a failed rescue operation and a daring break-out to freedom by the modified Black Swan-class sloop.

Five ships were directly involved in the Incident - Amethyst, Consort, London, Black Swan and Concord - and 46 sailors died as a result of the clash.

The service included newsreel footage from the time and

memories of those who were involved.

After the service there was a procession to the grave of Cdr Kerans where a wreath was laid.

Amongst those attending were Stephanie Kerans, Cdr Kerans' widow, and Cdr Stewart Hett, President of the HMS Amethyst Association.

Cdr Kerans, then a 33-year-old lieutenant commander who was a naval attaché at Nanking, managed to go on board the ship shortly after the initial attack, which fatally injured Amethyst's CO Lt Cdr Bernard Skinner.

And it was Kerans who drove her more than 140 miles to freedom down a dark river with no charts under the guns of the Communists.



● S/M Kenneth Taylor (right) in conversation with the Duke of Gloucester beside HMS Cavalier in Chatham Historic Dockyard

Euryalus shipmates meet up in Chatham

MEMBERS of the HMS Euryalus Association gathered at Chatham on June 6 to mark the 70th anniversary of the launch of their light cruiser - and to remember shipmates past and present.

The cruiser fought in the Med during the darkest days of World War 2, then in 1944 joined the British Fleet.

After the war she served in the Med again and the Atlantic.

The Euryalus Association held its AGM and annual reunion dinner later in the day at the King Charles Hotel, Gillingham.

One of those attending the event was S/M Kenneth Taylor, who is also seeking to clear up the wartime incident when HMS Illustrious was hit by "friendly fire", as referred to in our July letters page.

The correspondent believed Illustrious was damaged by an escort destroyer, which he thought was possibly HMS Euryalus.

S/M Taylor said HMS Euryalus was a Dido-class cruiser, in which he served from 1944-46.

Furthermore, he said the incident mentioned is described in a book, *The Illustrious and Implacable Classes of Aircraft Carrier 1940-69*, by Neil McCart, which says that "the Illustrious was hit

by two anti-aircraft shells fired by Indomitable which killed 12 members of the ship's company and wounded 21."

"I cannot remember when or what carrier but one was hit and damaged and all the bombs were put on HMS Euryalus," said S/M Taylor.

The quarterdeck was shored up to take the extra weight.

"A few days later the bombs were transferred to another carrier."

"I remember running up and down the starboard waist pulling the rope during the transfer of the bombs."

1954: a good year

1954 was not a bad year.

Meat rationing ended in July. Roger Bannister ran the first sub-four minute mile. Jack Rushton joined the RNA at Doncaster.

A Hostilities Only Royal Marine, Jack had missed the comradeship, and so started a 55-year membership which saw him move to Castleford branch then help start Harrogate.

Harrogate President S/M John Stray presented an inscribed plaque to Jack to mark 55 years.

Naval Quirks



Ashes scattered off D-Day beach

Fervent plaque is unveiled

A PLAQUE commemorating the Royal Naval allied coastal forces based in Ramsgate during World War 2, and their base HMS Fervent, has been unveiled.

The event was attended by Admiral the Lord Boyce, the Lord Warden of the Cinque Ports, the Lord Strathcona, President of the Coastal Forces Heritage Trust, Vice Admiral John McAnally, National President of the RNA, and Sir Donald Gosling.

HMS Fervent was the wartime base for MTBs, MGBs and patrol craft that played a vital role in protecting the narrow strait between the UK and France.

In one particular action – the Channel Dash – in February 1942 the German warships Scharnhorst, Gneisenau and Prinz Eugen, heading back to base, were attacked by MTBs from Fervent and six RN Swordfish from 825 NAS.

The aircraft were all destroyed and the MGBs took some damage, but did not affect the German squadron.

Many nationalities served in Coastal Forces, including Canadians, Dutch, Polish and Free French.



● Billy Swift

THE ashes of a veteran who campaigned tirelessly for a monument in Normandy have been scattered off Sword Beach.

Two DUKW amphibious vehicles, which had 'swum' from Portsmouth, took part in the scattering of Billy Swift's ashes on June 7.

Billy will be remembered for his commitment to organising the annual reunions of the 23rd Destroyer Flotilla, and for his war memoir, *I Was An HO*.

He attended the Normandy commemorations from 1974 until 2004 and played a major role in the creation of a monument to RN personnel killed during the landings.

In 2001 this monument was erected and dedicated at Hermanville.

The ashes ceremony started at

the site of the memorial and the DUKWs took family and friends – including actor and comedian Eddie Izzard, who became a friend of Billy's after meeting him on a ferry to France at the 60th anniversary of the D-Day landings.

Billy, who was born in Hull in 1922, joined the Navy at the age of 18 and saw plenty of action.

He was sunk during the Operation Pedestal convoy to Malta, was mined in the Bristol Channel in HMS Tuscan, and served on Arctic convoys in HMS Scourge.

It was as captain of Scourge's A Turret that Billy made his contribution to D-Day, firing from 6am on June 6 and supporting operations for six more weeks.

He later went on to serve in the Far East in HMS Bigbury Bay.

V&W ships remembered

MEMBERS of the V&W Destroyer Association, all well into their 80s, assembled at the National Destroyer Memorial in the Historic Dockyard at Chatham for a short service of remembrance during a reunion earlier in the year.

Among the 142 names of destroyers lost during World War 2 that are inscribed on the memorial are several V&W-class ships.

Of the 67 that were built between 1916 and 1920 only 48 were available at the beginning of the war – many of them having been brought out of mothballs, although others, such as HMS Westcott, were busy in the 1930s; that ship was exercising with the submarines on the China Station when war was declared.

Of the wartime ships more than a quarter were lost, a reflection of the sterling work they did in a wide range of theatres, from Mediterranean convoys to the war against Japan in the Far East.

"Seventeen took part in the Russian convoys, and many suffered storm damage, but they survived the worst of the storms that Mother Nature tested them with on those awful trips," said S/M Cliff Fairweather, founder member of the association.

"Wherever the larger ships were operating, they were invariably escorted by V&W destroyers."

"All of us who served in them will tell you that they were damned good ships – and they accounted for 43 U-boats and Italian submarines."

Invincible standard dedicated

THE Invincible WO and CPO 82 Association was formed on the return journey from the Falklands Conflict, but it took 27 years before the group dedicated its own standard.

From the outset it was agreed that any reunion would take the form of a Ladies Night, the first of which took place at HMS Dolphin in September 1983.

Admiral Sir Jeremy Black, the Commanding Officer of the carrier in the South Atlantic, has been association president from the start.

Last year the association agreed to buy their own standard and parade it at a small ceremony at the National Memorial Arboretum.

As protocol dictates that the standard must be dedicated before it can be used in public, a ceremony was held at the Falklands Memorial Chapel in June.

Radio speaker

A FORCES broadcaster with long-standing connections to Cyprus was the guest speaker at a recent a Cyprus branch meeting.

Chrissie Flint, who worked for BFBS, developed a love for the island after visiting nine times in two years as a military wife.

Once living in Cyprus she wrote several articles for the *Cyprus Lion* and *Cyprus Airways* magazine, and she was approached by BFBS radio.

Chrissie became responsible for four or five interviews a week over ten years in *A Taste for Cyprus* and other programmes.

She has also written a book on the Cyprus countryside and villages.

In the course of the evening shipmates welcomed two new members, ex-Royal Ron Jones and Allan Hodgson, who has a history of Merchant Marine and Army service.



● A contingent from RNAS Culdrose supported the annual Sea Sunday parade in Falmouth, organised for the 25th successive year by Falmouth branch on behalf of the town council and the Church of King Charles the Martyr. The parade was led by HMS Seahawk Volunteer Band, and after moving to the church for the service itself the parade later re-formed for a march to the National Maritime Museum Cornwall for a reception. Pictured above is the Lord Lieutenant of Cornwall, Lady Mary Holborrow, leaving the church with her Cadet, Jordan Truscott.



● From autographs to warships – S/M Dave Forrest of HQ Roll has cornered a niche in the recycling business. S/M Dave is a celebrity autograph collector, and has used plenty of cardboard inserts to prevent letters being crumpled in the post. So from cardboard, cocktail sticks, drinking straws and other assorted odds and ends grew a flotilla of warships, finished with a children's watercolour paint set. Among those afloat on a floral sea (above) you might recognise HMS Clyde, an Albion-class assault ship and a Type 23 frigate

£50 PRIZE PUZZLE



THE mystery ship in our July edition (right) was commissioned as HMS Lion, but was launched as HMS Defence.

Mr L Hewitt, of Wrexham, answered correctly, and wins our £50 prize.

This month's ship (above) was one of the second-rate Blackwood-class frigates built in the 1950s, and was the first of three built by Alex Stephen and Co in Glasgow.

What was her name, and what was the name of either one of the other two, one built for the RN and one for the Indian Navy?

We have removed her pennant number from the picture.

Complete the coupon and send it to Mystery Picture, Navy News,



HMS Nelson, Portsmouth PO1 3HH. Coupons giving the correct answer will go into a prize draw to establish a winner.

Closing date for entries is October 14. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our November edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 175

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My answers



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A Naval Charity for ALL service and ex-service personnel of the Royal Navy, Royal Marines, QARNNS, and their Reserves



News and information for serving personnel

UK visits for NFF teams



THE Naval Families Federation meetings between Naval and Royal Marines communities continued apace during the summer, writes Kim Richardson, with visits to HMS Raleigh, HMS Northumberland and HMS Albion, Commando Training Centre Royal Marines at Lympstone and 40 Commando at Taunton being real highlights.

Despite the Met Office reappraising their barbecue forecasts, the topics raised defied the cool conditions and are as hot as ever, mainly housing, childcare and separation.

If you are living in Service Families Accommodation (SFA) and need to contact Modern Housing Solutions (MHS) you will notice some changes to how the call is channelled.

The difference callers will notice is that teams dedicated to specific areas are now in place, the aim being to improve consistency for callers.

■ **Parent Support Advisors (PSA)** – the introduction of parent support advisors in schools is in place and early feedback says that it is working really well.

PSAs are in place to improve parental engagement with children's learning, school-home relationships and pupil attendance. The feedback highlights that families feel supported, and has given many of them the self-esteem and confidence to tackle problems themselves.

Your comments and experiences are welcome.

■ **Moving house in the near future?**

When you have settled in we would appreciate your feedback on how easy or difficult the process has been.

If you are living in the Portsmouth area and move into Service Families Accommodation that is not as clean or well maintained as you expect it to be, try giving the office a call. If we can get a member of the team out to take a look we will. If not, then please take photographs and send them in.

■ **Are you clear on the policies governing the allocation of Service Family Accommodation (SFA)?**

This summer has seen an increase on demand for SFA for a variety of reasons, but the one myth that should be dispelled is that sufficient stock is available to allow families to choose their SFA.

Be aware that if you elect to

decline your offered SFA there could be a significant wait before anything else is available or offered.

Please get in touch with comments and experiences if you have elected to decline your first offer.

■ **Are you an overseas reader?** How easy and timely have your experiences been when voting from overseas?

We have a meeting with a Minister to discuss voting for Service families overseas in October and would like to table your comments and suggestions for improvements.

■ **The Service Personnel Command Paper** (the first ever cross-government paper looking at support to our Armed Forces, their families and veterans) is one year old.

It is designed to end disadvantage that armed service imposes on our people, their families, or our veterans.

A year after its publication, we would like to hear what you think about the key objectives. Have they made a difference or are they wide of the mark? What would you like to see? And more interestingly, do you know what it is and what it should be doing for you?

■ **Whether you are serving or not, making and lodging a will is a difficult task which no family member relishes, but without one, confusion and assumption can prevail in an emotionally turbulent time.**

Whatever form the document takes make sure that your loved ones know of its existence and where it is lodged.

To record a basic will, a MOD Form 106 can be completed and lodged at JPA's Glasgow site; these forms are available via JPA or the UPO.

If you feel that a more comprehensive document needs to be drafted, serving personnel and their families have access to a free half-hour legal consultation with specialists, who can guide you through the process and retain the documents on your behalf.

Check with your UPO about any scheduled meetings and workshops they may hold, as professional advisors from recognised companies regularly visit bases to offer consultations. For more comprehensive information go to our website and follow the 'money' links.

You can get in touch with us on tel: (02392) 654374, admin@nff.org.uk, check out our website www.nff.org.uk or write to NFF, Castaway House, 311 Twyford Ave, Portsmouth, PO2 8RN

Grit in abundance

IN AN open letter to all commanding officers, the Second Sea Lord Vice Admiral Sir Alan Massey marked the end of his first year in office as 2SL and Commander in Chief Naval Home Command.

He commended all for their excellent work, and highlighted his three priorities – more people, better leaders and more grit.

Against the first target he said: "Recruiting performance is improving, thanks to excellent work in Captain Naval Recruiting's HQ and by the often under-valued Recruiting Field Force."

He added: "Just as important, we are beginning to improve slightly on retention, which remains my main effort."

He writes: "A taut divisional system, effective senior rates

and positive leadership means more contented sailors and more effective ships. And most of these things are directly influenced by the CO, his HODs and EWO."

And the admiral praised the performance of the Senior Service in initial training, as highlighted by the recent Ofsted report "which graded the overall provision of initial training as good, with several outstanding areas; amongst the strengths highlighted was the extremely good pastoral and welfare support provided by the Divisional System."

In terms of leadership, 2SL mentioned the Enduring Leadership programme which will be in place by April 2010 and a strategy in development to bring coaching into training, as is already producing results at CTRM Lympstone, BRNC Dartmouth and MWS Collingwood.

He stressed: "We must continue to build, mentor, select and promote the very best leaders at all ranks and train them throughout their career."

And finally to that current buzzword of Naval thinking – grit.

The admiral states: "Increasing numbers of our people are going directly into harm's way, and we must all be ready for unpredictable moral and physical challenges at short notice."

"I have been impressed by what I have seen on my travels, and have seen grit in abundance."

"But we need to do more in seeking opportunities to develop robustness and spirit in our people."

As part of this development, the admiral mentioned the recommendations of the Core Maritime Skills review, the encouragement of adventurous training (AT) opportunities, and finally the RN Fitness Test saying: "Fitness – physical and mental – enables grit."

Admiral Massey concluded: "Things rarely change dramatically in the personnel area, but the trends are encouraging."

Next steps in Forces focus

ONE year on from the Service Personnel Command Paper, the government has published a Green Paper *The Nation's commitment to the Armed Forces community: consistent and enduring support*, an open invitation for discussion and ideas from anyone who wishes to contribute.

Kevan Jones, Minister for Veterans, commented: "We said last year that we would not allow this strategy of support to our Armed Forces community to fade."

"The Green Paper sets out the next step in this process."

The consultation runs until the end of October, and all Service personnel, veterans, MOD civilian personnel and members of the general public are invited to make their views known.

To date, the main achievements of the SPCP are: compensation for most serious injuries doubled; free further education for Service leavers; access to substantial grants to adapt houses for disabled veterans; retention of places on NHS waiting lists; help for Forces' leavers to get on the housing ladder; priority boarding school places for Forces children; fairer treatment when Forces families apply for social housing; help for Forces' partners when they move; fairer route to British citizenship for Foreign and Commonwealth Forces' children; and special advocates to speak up for the Forces in government departments.

The minister said: "Those who serve on our behalf place all that they have on the line for this country."

"In return, the nation has a commitment to make sure that they have the support they need and deserve, when they need it."

To see the consultation paper for full details of the questions and options, see www.mod.uk/DefenceInternet/AboutDefence/CorporatePublications/ConsultationsandCommunications/PublicConsultations/TheNationsCommitmentToTheArmedForcesCommunityConsultation or write to SPCP Team, Level 7 Zone J, MOD Main Building, Whitehall, London SW1A 2HB.

Service housing on the up

UPGRADES to Service accommodation are set to continue apace over the next few years, with both families and single Servicemen and women seeing major improvements to their housing and the way it is managed.

Among the improvements will be a new Housing Information Centre in Plymouth and a streamlined management system which will match supply and demand of accommodation more efficiently.

Communications are set to improve as the MOD website will publish details for the first time of modernisation programmes up to two years in advance.

Vice Admiral Tim Laurence, Chief Executive of Defence Estates, said: "We have been criticised, quite rightly, for not communicating our plans and for not being as efficient as we could be in allocating and maintaining properties."

"We have put a lot of effort into improving both these key areas, and we have a range of initiatives planned."

He added: "The tri-Service Housing Information Centre in Plymouth will bring a welcome focus for naval people and others in the south-west region whose nearest centre is currently at Warminster."

"We are also planning to issue estate agent details to incoming occupants. This is more complex than first appears but we aim to get some details out by the end of the year."

Defence Estates' target is to bring all occupied service families' accommodation up to the top standard by 2020 at a cost of more than £3 billion.

This includes 'greening' the estate with introductions such as modern, energy-efficient boilers and better insulation.

It also includes completing the Single Living Accommodation programmes and bringing in the most-needed improvements including new furniture, modern showers and toilets and better internet access.

Defence Estates are also looking at the long-term implications of the Maritime Change Programme, which will see the submarine fleet based at Clyde and the future frigates based in Portsmouth.

■ **The improvements are among several in the Defence Accommodation Management Strategy, one of 40 measures set out in the 2008 Service Personnel Command Paper to improve support to the Armed Forces and their families.**

A sailor went to see, see, see



AS a mark of support to the Royal Navy and Royal Marines, the Spinnaker Tower – Portsmouth's iconic landmark – is offering all serving RN and RM personnel a special discount rate.

The Serviceman and up to three guests will be able to enjoy a trip up the tower at a rate of £4.80, £4.20 (children) and £4.50 (senior citizens) – that's almost one third off the normal entry price.

The soaring tower at Portsmouth's harbour mouth offers unrivalled views of the ships, naval base, and Isle of Wight – stretching up to 23 miles.

Picture: LA(Phot) Brian Douglas

Trophy lives

Trophy 10,693 is a silver bowl originally presented to the aircraft carrier HMS Eagle by Mrs Page, the wife of the American Ambassador, when she named the ship in June 1918.

These rather unusual circumstances were a result of the ship having been laid down as the Chilean battleship *Almirante Cochrane* and her purchase by the RN while being built for completion as a seaplane carrier. She eventually was completed – as an aircraft carrier – in 1924. The bowl is inscribed on one side recording its donation by Mrs Page, while the other side has an engraved American eagle.

On July 5 1940 Eagle's aircraft attacked Tobruk harbour, sinking a destroyer and two merchant ships and damaging a third. Two weeks later, in another raid on Tobruk, two more Italian destroyers and another merchantman were sunk; while in August her aircraft sank an Italian submarine in the Gulf of Bomba. In November 1940 her squadrons, with those from HMS *Illustrious*, took part in the

successful night attack on the Italian battle fleet at Taranto, when three battleships were seriously damaged.

During 1941, having passed through the Suez Canal, her aircraft assisted in the destruction of Italian ships at Massawa and in the Red Sea. In June her planes sank a German merchant ship and, with the cruiser *Dunedin*, intercepted

the U-boat supply ship *Lothringen* which was forced to surrender. In August 1942 Eagle was involved with Operation Pedestal – when over 40 warships managed to fight through just five out of 14 merchant ships in a convoy attempting to lift the siege of Malta. On the eleventh of that month, whilst in the Malta-bound convoy, she was hit by four torpedoes from the German U-boat U73 and sank in just eight minutes 65 miles south of Majorca. Two officers and 158 ratings were lost but 927 of her ship's company, including Capt Mackintosh, were picked up by the destroyers *Laforey* and *Lookout* and the tug *Jaunty*.



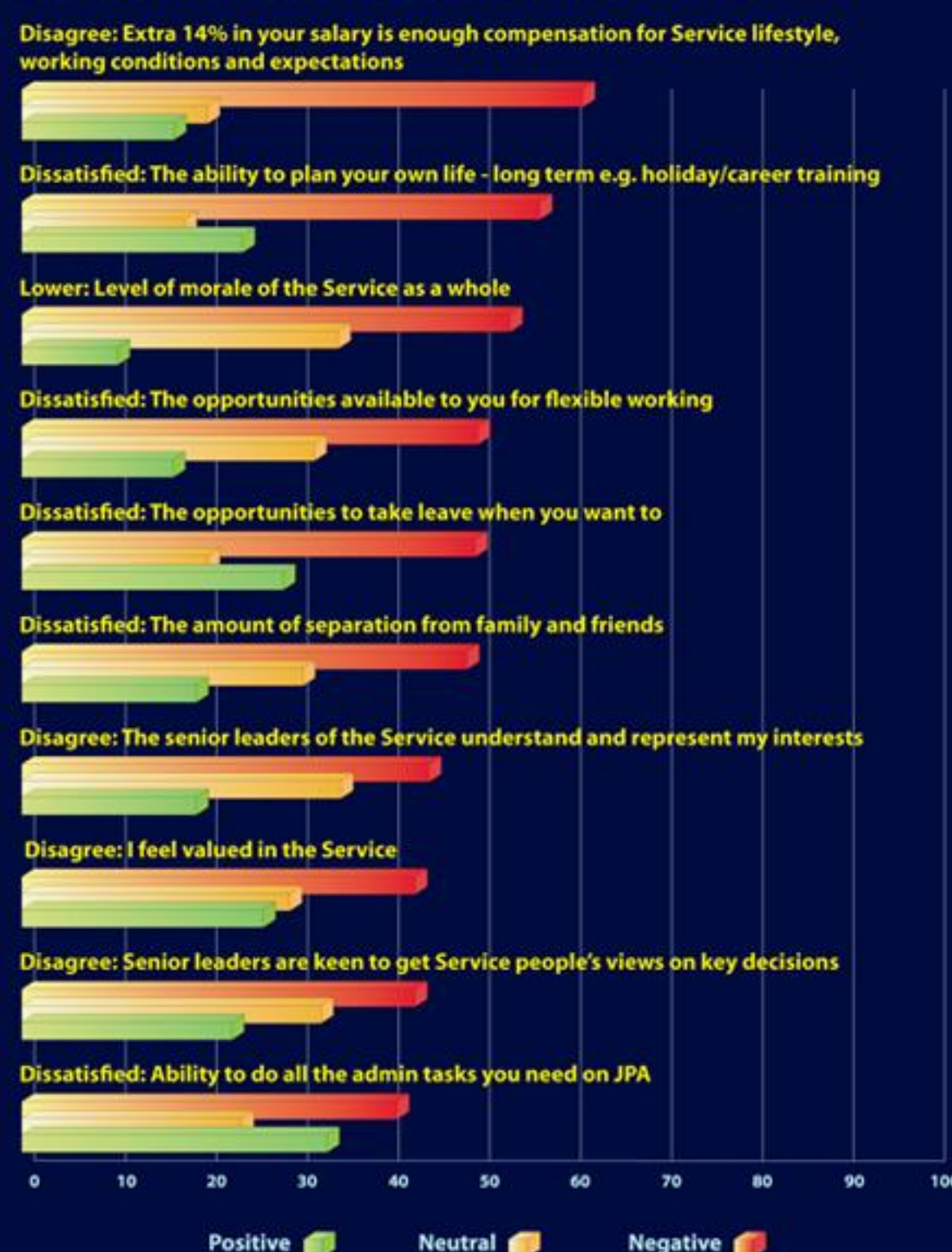

News and information for serving personnel

News and information for serving personnel

AFCAS TOP 10 POSITIVE ATTITUDES



AFCAS TOP 10 NEGATIVE ATTITUDES



Comment

From the Second Sea Lord Vice Admiral Sir Alan Massey

I wish to thank all of you who took the time to complete the 2008 Armed Forces Continuous Attitude Survey (AFCAS).

The full results of the Survey are now available, and will provide me with the evidence to argue your case at the very top of the Defence management chain.

I am very encouraged by many areas but specifically the attitudes towards immediate superiors, which received positive responses across the board, with most aspects showing improvements over the 2007 results, especially from Ratings and Other Ranks perspective.

Excellent team-work and a commitment to our ethos and core values are also key factors, with over three-quarters of those who responded replying positively to questions on such matters.

It is also most gratifying that the majority of those who replied to the Survey recorded that they were proud to serve in the Naval Service.

The AFCAS, however, also indicates some areas of dissatisfaction.

I intend to address these as a matter of priority to help give you the level of support and conditions of service you deserve.

I know only too well that Service life puts real pressures and constraints on not just our people but on our families as well.

We continue to work with other Government departments and agencies to fulfil the commitments outlined of the Service Personnel Command Paper ("The Nation's Commitment" issued in late 2008) to reduce the disadvantages of Service life.

I anticipate further improvements as a result of this work as the recommendations are carried through.



● An understanding of the values and standards of the Service is at the head of the Continuous Attitude survey results
Picture: LA(Phot) Pepe Hogan

A question of attitude

YOU may have received the 2009 Armed Forces Continuous Attitude Survey (Spring Edition), writes Paul Cox of the Directorate of Naval Personnel Strategy HR research team.

The response rate was over 40 per cent which is well up on last year, so if you completed and returned the questionnaire, many thanks.

Below are some of the key findings from the 2008 survey.

Why bother?
This survey is a key way of finding out what you think about life in the RN/RM.

Results are seen at the highest levels within the Service and help to shape personnel strategy and policy. The 2008 results have already been used as part of the brief to the Armed Forces Pay Review Body by 2SL for the 2009/10 Pay Round.

Among other uses it has input into the Moral Component of Operational Capability (MC of OC), review of submariner retention issues and sustainability of MCM Junior Rate review.

It's therefore good news that some 4,269 people took time to complete the questionnaire in 2008, as it means the results are a good reflection of serving personnel views and can be considered credible by the HQ.

What did you say?
Turning to the results, there are a number of positive aspects to Service life (see AFCAS Top 10 positive attitudes):

■ People are proud to be part of the RN/RM – an impressive three-quarters of personnel agreeing that they are proud to be serving.

■ Camaraderie is high with over four-fifths agreeing that members of their team get on well and pull together. Reassuringly three-quarters also agree that members of their team have confidence in

one another.

■ The majority are satisfied with the benefits they receive, in particular pension and healthcare. Findings here compare well with other organisations.

■ Compared to earlier years a higher proportion of people intend to stay in the Service for as long as they can.

■ The main factors impacting on intentions to stay were pension, healthcare provision, opportunities for personal development, excitement of the job and opportunities for career development.

There are, however, a number of areas where findings are more mixed (see AFCAS Top 10 negative attitudes):

■ Only a quarter feel valued in the RN/RM and only two-fifths would recommend others to join the Service.

■ There is some concern regarding the X-factor; not all personnel are aware of this benefit and most feel the amount is insufficient.

■ PAYD users express high levels of dissatisfaction

■ Support provided upon return from both sea-going and non sea-going deployment also emerges as an area of concern for many personnel, as does the availability and standard of major equipment.

■ Senior leaders are held in high regard. However, only a fifth of people feel they are understood and

represented by senior leaders.

■ The main factors impacting on intentions to leave were impact of RN/RM life on family and personal life, effect of operational commitment and stretch, opportunities outside, frequency of operational tours and amount of pay.

Finally...

...your views really do count. Should you receive a questionnaire later this year asking about life in the RN/RM please do take time to fill it in.

The more people who participate in the study the greater impact it will have.

For more information contact Paul Cox, HR Research Consultant Mil: FLEET-DNPS.SPOL.RSCH2.SO2C or (93832) 5495.

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Continuous Attitude Survey

What is Life in the Royal Navy like for you?

Tell us - your views are important

The 2007 Royal Navy Continuous Attitude Survey (CAS) is your opportunity to tell us what you think about life in the Royal Navy. The CAS is a really important source of information that will help us to improve your life in the Royal Navy. Your views are important to us. Please take the time to complete the survey. Your views will be kept confidential. Please don't waste your chance to have your views heard.

Wish to see the results of the survey? Visit www.royalnavy.mod.uk/cas

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● The CAS survey sent out in Spring 2008 – a similar one was also sent out to the RMs

TWO SIX .tv

Fit for finance

THE new Finance Competence Framework (FCF) will be introduced next month, replacing the Resource Management Skills Framework (RMSF).

In the foreword, DCDS(Pers) Vice Admiral Peter Wilkinson highlights that the change is part of a move towards a single Defence Skills Framework which will provide greater coherence in key skill recognition by applying and recording skills in a consistent way for all MOD staff, whether service or civilian.

Furthermore it articulates the competences required in order to work in the finance environment, at various levels, and is intended to cover the entire Defence finance function.

The FCF also provides a self-assessment tool and guidance on how to access development opportunities to improve relevant skills.

The new Framework incorporates the need for finance staff to have a greater understanding of the business and a willingness to engage across functional boundaries to fulfil a major role in the decision-making process.

Whilst in the main intended for finance staff, the FCF will also help non-finance staff to further their understanding of financial decision-making.

The Certificate in Resource Management (CRM) scheme, the MOD's in-house finance qualification aligned to the RMSF, will be replaced by a new assessment tool being developed to validate and improve key skills required in the FCF.

The Foundation Level, which will exploit the success and familiarity of CRM Level 1, will comprise e-learning and an e-test reflecting the basic knowledge requirements of the FCF and will be introduced in October 2009.

The Intermediate Level will build upon elements familiar within CRM Level 2 and will cover the application of knowledge both in theory and in practice.

The Intermediate Level assessment scheme will be phased in from early next year.

The Advanced Level will aim to provide a thorough workplace assessment by testing actual skills in a practical workshop environment and will be introduced later next year.

Magnificent Millies

THE Sun newspaper has announced the return of its annual Military Awards – known as the Millies.

Entries are open for nominations from anyone for the military's heroes of the past year (September 1 2008 to August 31 2009).

The categories include: 1. Overcoming adversity; 2. Most outstanding sailor or marine; 3. Most outstanding soldier; 4. Most outstanding airman; 5. Best Reservist; 6. Support to the Armed Forces (civilian only); 7. Life saver award; 8. True grit: home; 9. True grit: overseas; 10. Best unit; and 11. Judges' award for special recognition.

To find out more or to make your nomination, visit www.thesun.co.uk/millies, and nominate before September 14.

TWO SIX .tv



News and information for serving personnel

Busman's holiday

Have your say on equipment

THE Defence Committee is undertaking an inquiry to examine aspects of the MOD's Defence Equipment programme.

It expects to follow up areas of weakness and poor performance identified in its last report *Defence Equipment 2009* (HC 107).

The committee intends to focus on armoured vehicles, and the Future Rapid Effect System programme, strategic air-lift and maritime capability.

It would welcome written evidence to the inquiry on these or any other issues relating to defence equipment.

Submissions should be in Word or rich text format and emailed to defcom@parliament.uk by Friday November 13 2009.

The body of the email should include a contact name, telephone number and postal address.

Submissions should be as brief as possible, with numbered paragraphs.

Much of the evidence received by committees is made public – if you do not wish your submission to be published, you must clearly say so.

Submissions should be original work, not previously published or circulated elsewhere.

To find out more about the committee, visit the website www.parliament.uk/defcom or for specific information email defcom@parliament.uk or call 020 7219 5745.

WHEN THE AUSTRALIAN ships Sydney and Ballarat entered Portsmouth on a four-day visit, gunnery officer Jonathan Goulder organised the 15-gun salute for the Second Sea Lord.

Then, while his shipmates enjoyed a run ashore in the city, he took a weekend's leave to catch up with friends and family in the UK.

The exchange officer has been serving with the Royal Australian Navy since January 2008 and is currently serving in the frigate HMAS Sydney on her six-month international deployment, Northern Trident 2009.

Lt Cdr Goulder (34) said: "Having spent most of my naval career in the North Atlantic – I'd never been east of Suez – I jumped at the opportunity to spend two-and-a-half years down under."

Lt Cdr Goulder volunteered for the exchange after his Principal Warfare Officers' course, and has found the transition from RN to RAN fairly seamless.

He said: "You can step off an RN frigate onto an Australian one very easily. Naval standards are not exactly the same but a lot of things are very similar. Australia operated under QRRNs till the mid-60s so there is a lot of legacy, but they are very much their own Navy, and they have different ideas."

Northern Trident has been a bonus for Lt Cdr Goulder – he did not know when he applied to exchange that he would find himself on a six-month international deployment aimed at supporting Australian diplomacy, security, and defence industry interests.

So far the two ships have visited India, France, Spain and Italy



● Lt Cdr John Goulder RN in the HMAS Sydney Picture: Kingsley Scarce

and when they left Portsmouth were heading for Canada, the US, Trinidad and Tobago, the Bahamas, Panama, Hawaii and Western Samoa.

The trip hasn't all been diplomacy and port visits. The FOST staff turned up to put the ships through their paces off Plymouth (not too many surprises there for Lt Cdr Goulder, who worked for FOST(MPV)) and there was a dramatic brush with pirates in the Gulf of Aden.

Ballarat and Sydney were about 100 miles south of Yemen when they received a distress signal from the merchant vessel Dubai Princess, which was coming under attack from rocket-propelled grenades.

"That was an exciting six hours," recalled Lt Cdr Goulder. "The merchantman was being attacked by two pirates. It was a little bit surreal, we saw two skiffs and they drove away when they saw us."

"We ended up chasing the boats down and also escorting six other large merchant ships through. It was a good feeling that we'd done something to help."

Before he went to Australia, Lt Cdr Goulder admits his impressions of the place were mostly taken from cricket and watching *Neighbours*, and getting to know an exchange officer on his PWO course. But working with the Aussies hasn't been a culture shock.

He said: "There is a slight difference in the work, but not much. Their sailors are just like Jack, probably a bit more outspoken but with similar sense of humour."

"Lots are second or third generation who came from Britain anyway, and some transferred to the RAN, including one of the chiefs in Sydney."

"The biggest difference is they will turn round and tell you what they think – the Brits tend to

be more reserved. Sometimes it's better this way."

He added: "Socially it's a bit more relaxed. It's not totally dry at sea but officers are not allowed to drink and there is no 'three tins a day' rule. I've always been a watchkeeper anyway, so I don't miss it."

"One of the main differences is food – it's so much better. Steak isn't a luxury here, we get it every day, and plenty of Asian food and seafood. But then the allowance is \$11 a day compared to around \$3 a day in the RN."

Lt Cdr Goulder's wife, Kate, and children Oliver (6) and Jennifer (4) are enjoying their two-and-a-half years in Sydney before they return to the UK.

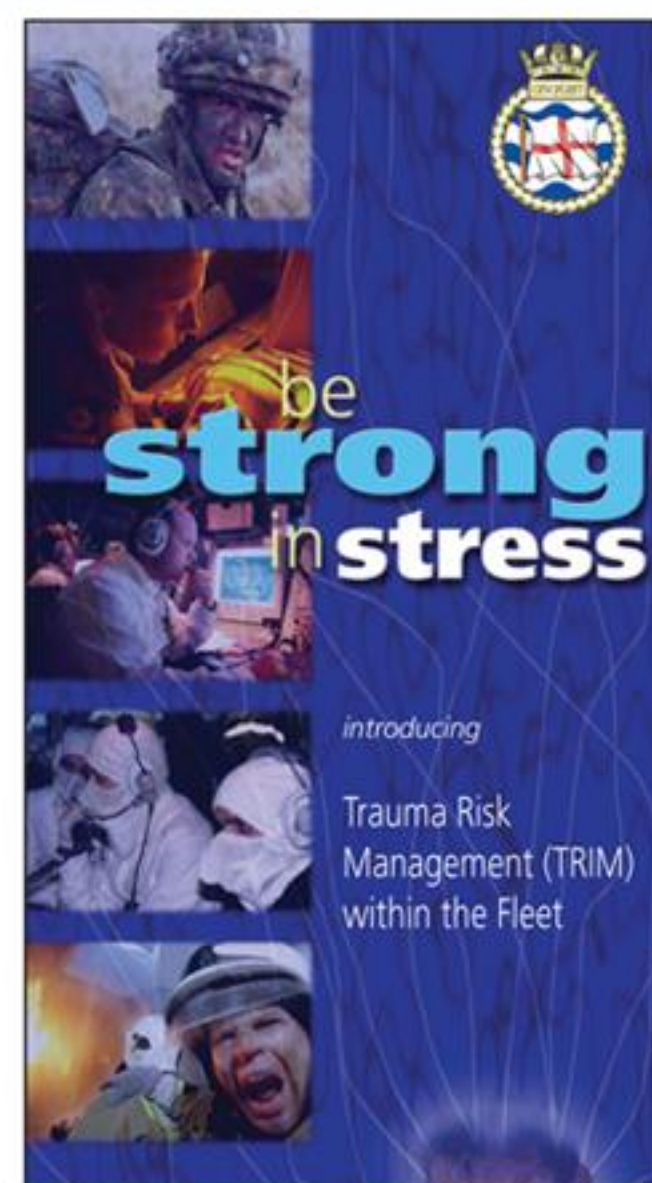
He said: "It's a fantastic way of life, not dissimilar to life in the UK, but with better weather. Lots of people who do exchanges decide to change over and stay – quite a few senior rates have done it."

"It was the right time for us, because the children will be ready for school when we get back, and it hasn't disrupted their education."

"It is a fantastic opportunity and I would really recommend it."

The eligibility for the PWO assignment to Australia is fairly straightforward. There are two posts, one in the underwater warfare specialisation and one above water, open to all first-tour PWOs upon successful completion of the PWO course.

They are usually two-year family accompanied (if appropriate) deployable sea-going assignments with base port at the discretion of the Australian Navy (usually Perth or Sydney). Anyone interested should contact their career manager for more details.



Keep in TRiM

NOPE, it's not another fitness craze, but a means of looking after your stress levels.

No one's going to pretend that being in the Services isn't stressful, it is almost inevitable that you will be involved in a traumatic incident – whether major: a helicopter crash, a ship at risk of sinking, the death or debilitating injury of an oppo; or perhaps any of the countless other incidents that make up Service life.

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TRiM – or trauma risk management – grew from the work of the Royal Marines Stress Trauma Project.

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NAVY NEWS

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NOTICEBOARD

THE TIME OF YOUR LIVES

We flick back through the pages of Navy News to see which stories were drawing attention in past decades...

September 1969

ADMIRAL of the Fleet Sir Caspar John (former First Sea Lord and son of Augustus John) attended a graduation course at RAF Linton-on-Ouse, where he spoke out against a Whitehall decision to run down the Fleet Air Arm.

Admiral John declared that he "fervently hoped it was only a temporary piece of mental aberration in Whitehall" that the Navy should no longer be equipped with fixed-wing aircraft.

The RAF, he said, was about to be charged with a maritime responsibility far exceeding that of Coastal Command, and the Navy's role in fixed wing aviation should be restored.

September 1979

SEPTEMBER'S front page was full of the sad news of the Fastnet Race which in August had been hit by a freak storm of epic proportions, resulting in 15 deaths.

In the biggest air-sea rescue operation of its kind ever mounted off the coast of Britain, Navy ships and helicopters played a major role in ensuring that the death and injury toll was not even greater.

Sea King, Lynx and Wessex helicopters from Culdrose lifted 75 people from yachts in mountainous seas while surface ships Broadsword, Scylla, Anglesey, RFA Olva and RMAF tugs Robust and Rollicker all joined the rescue operations.



● HMS Gloucester visits San Francisco in July during her US tour

September 1989

THREE sailors from HMS Gloucester were involved in a bizarre rescue at a zoo in West Palm Beach near Miami.

As two of the curators were moving chimps from one island to another, an adult male refused to budge and lunged at one of them. The other curator drew his .357 revolver in defence but managed to hit his colleague, who was injured in the abdomen.

CPO Gabby Hayes and shipmates Bob Shilling and Pete Grace left their car and waded across to a small boat alongside the island. They untied it, placed the injured man inside, and pulled it back to safety.

Deaths

Rear Admiral J P K Harkness CB. Joined Dartmouth 1929 and his cadet's and midshipman's training was spent in Frobisher, Hood and Norfolk. His first appointment was as a captain's secretary in Barham then as deputy accountant in Exeter. At the Battle of the Java Sea 1942 Exeter was badly damaged and limped to Surabaya, Java for temporary repairs but two days later she was met by a superior force of Japanese cruisers and was sunk; the following morning he was picked up by a Japanese destroyer and began three and a half years as a PoW. He also served in Effingham, St Angelo, Ceres, President, Forth, Daedalus, Ark Royal and Centurion, retiring in 1972. June 7. Aged 92.

Capt Michael Tudor-Craig. Won a scholarship into the Navy, joining the Royal Naval College when it was still at Eaton Hall. He spent most of his career in cruisers, destroyers and frigates; and water-skied behind his frigate Danae in the Red Sea. He qualified as a naval interpreter in French, specialised in navigation and served abroad in Canada, the United States and Singapore. Navigator of Eagle 1963-65 and Assistant Director (Surface Warfare) 1974-76; Captain of the 6th Frigate Squadron in Sirius 1978-80 and Captain of the Maritime Tactical School, Dryad. Ships included: Ocean, Agincourt, Barrosa, Essington, Albion, Yarmouth, Eagle, Scarborough, Terror, Danae, Sirius and Dryad. Association of RN Officers. May 29. Aged 79.

Lt Cdr Stuart 'Sam' Galley. Joined as an Ordinary Seaman and served 1929-60 in Queen Elizabeth, Stronghold, Neptune and Manchester. Specialised in naval gunnery. As CPO gunnery instructor, a commissioned Dagger Gunner, he was involved with rapidly developing technical changes in gunnery fire control systems. During World War 2 he served on northern patrols, the Norwegian campaign, Dunkirk evacuation, Malta and North Atlantic Convoys, Normandy Landings and later stages of the Far East War with the release of POW's in Hong Kong. Also served in Champion, Sheffield, Diadem, Swiftsure, Cumberland and Glasgow and returned to Excellent as Staff Officer Training. He became Mayor of Eastleigh in Hampshire 1981-82. July 22. Aged 99.

Lt Cdr 'Ben' Breese DFC. FAA Pilot. Spent two years in training ship Maccary on the River Hamble and joined the Navy in 1930 as a boy, second class. As a leading seaman in 1938 he attended No.1 Flying Training School at Leuchars and within a fortnight made his first solo flight. He saw action in Valiant during the Norwegian campaign and in the Mediterranean in 1940 and was flying one of Valiant's two Fairey Swordfish when he carried out a forced landing onto the carrier Ark Royal without wheels or arrester hook. He spent later war years training squadrons, earning promotion from chief petty officer to sub-lieutenant (air) in 1944. Post-war he was an instructor and examiner in instrument flying and in 1951 he converted to helicopters. When troop-lift helicopters were urgently needed in Malaya the following year he joined 848 naval air squadron and helped test-fly the new Sikorsky S55 helicopters then work-up their crews on passage to the Far East. He recorded 500 flying hours and in 1953 he successfully pioneered the technique of parachuting SAS troops into the Malayan jungle; the first men were injured by dropping into bamboo and he learned to drop them into treetops where they could snag their chutes; he was awarded a DFC in recognition of his fine example and exceptional flying ability. He flew Whirlwind helicopters from the carrier Ocean during the Suez invasion. June 26. Aged 94.

C L 'Len' Berey DSM. World War 2 Charioteer. In 1942 he rode his human torpedo (chariot) into Tripoli harbour behind German lines and was captured but managed to escape and was eventually liberated by the 8th Army. He returned to his unit and was sent on another mission to attack La Spezia harbour, Northern Italy in 1944 and sank the cruiser Bolzano; once again he found himself marooned behind enemy lines but made contact with the Partisans and spent weeks with them cutting communication lines and blowing up railway tracks; he eventually left them and headed south towards the river Arno where he was knocked out by a hand grenade but recovered to swim across and reunite with the allied forces; for this he received the DSM. He was discharged in 1946. In 1990 he became involved with the Underwater Heritage Trust and was invaluable in helping to build the world's largest chariot display at Eden Camp Museum just outside York, thus preserving the fascinating story of the men who volunteered to ride a torpedo. July 21. Aged 94.

Harold Christopher Kirk. Yeoman. Served in Ganges, Iron Duke, Barham, Afridi, Dart, Pakenham, NOIC Cyprus, Royalist, Mercury, Peacock, Armada, Bruce and FS L'Incomprise. Instructor for 'New entries' at Bruce and an active member of HMS Bruce Association. July 27. Aged 89.

Ernest 'Ernie' D Houghton. L/S. Boy Seaman 1939 at Wildfire (Sheerness) and Pembroke (Chatham). Survivor of the sinking of Cornwall by Japanese dive bombers in the Indian Ocean (1942); also served Goathland (D-Day) and minesweepers (Western Approaches). July 10. Aged 86.

Albert 'Bert' Rimmer. L/S. Served 1947-56 at Ganges, Wrangler, Opussum and Consort. Member HMS Wizard and Cadiz joint Associations. July 15. Aged 78.

L R 'Ron' Weightman. LME(Ex). Served 1951-63 in Victory, Newcastle (2),

Scarborough, Exmouth, Vigo, Londonderry (2), Eskimo and served the RNXS for a further 30 years. June 28.

Donald 'Don' George Short. CERA. Served 1938-60 in Penelope, Magpie, Briton, Rowena, Lofoten, Narvik (Monte Bello A tests), Newcastle, Sultan and Ausonia; survivor of Cairo. His 46 page booklet that includes him surviving two sinkings is held in the archives of the Imperial War Museum. President of ERA's Club Malta 1959. July 17. Aged 88.

Michael 'Chippy' Keir. Chief MEA(H)1. Served 1949-81 in Pembroke, Jupiter, Birmingham (Korea), Vernon, Terror (Malaya), President, Ganges, Naiad, Vidal, Phoebe and Scylla. Last Naval Shipwright Apprentice at Chatham Dockyard and helped establish Naval Diving School at Terror whilst loaned to Royal Malaysian Navy. Director of HMS Cavalier Trust and Chairman of the Friends of Cavalier Trust. July 11. Aged 77.

Michael 'Mike' Young. Able Seaman and diver on board Ocean. Served 1952-62. Long serving active member of Bristol Royal Navy and Royal Marines Old Comrades Association. July 13. Aged 73.

Ronald Leslie Swanwick. CPO Air (AH). Served 1945-68 in Ocean, Illustrious, Bulwark, Victorious and Naval Air Stations Halfar, Malta (Air Watch) and Culdrose. Upon leaving the Navy he took up a position with the local Long Eaton Sea Cadets leaving as a CPO. The Aircraft Handlers Association. July 27. Aged 81.

Fred White. L/Stoker. Joined Ganges 1943 as a boy and served 1943-47 on Bym's minesweepers, Germany, Russia, Scotland, Lowestoft, Yarmouth and Canada to pick up minesweeper. Aged 85.

John 'Jack' Francis Williams. AB. Joined Blackpool Sea Cadets 1939 as a 13-year-old boy then served the RN 1943-46 in mine sweepers Spanker and Lightfoot. He has had several books published on his speciality mine-sweeping, and has compiled information for the Imperial War Museum. Past secretary Blackpool & Fylde RNA. Founder member, secretary and treasurer of HMS Penelope Association and founder member of the Algerines Association. August 10. Aged 84.

William 'Willy' Weir. L/A AH2. Served 1956-71. Served in Albion, Ark Royal, Hermes and Victorious; RNAS Lossiemouth and RAF Shawbury. The Aircraft Handlers Association. July 23. Aged 70.

Ernest 'Eric' Edward Minter DSM. Signalman. Joined Chatham and served in Crane, Scott, Indefatigable and New Zealand hospital ship Magamagun. Whilst serving in Crane, he was awarded the DSM for rescuing the crew of a Lancaster Bomber from stormy seas that had been shot down on D-Day. Vice president of Hayes (Kent) Royal British Legion. Aged 84.

Charles 'Charlie' Samuel Beard. CPO. Served 1936-68 in Arrow, Vivien, Sultan, Sheffield, Cardiff, Mauritius, Swiftsure, Berry Head, Duncansby, Forth, Kenya, Anson, Bermuda, Gabbard, Birmingham, Lynx, Albion and submarines L26 (wartime Pacific patrols), S-class and T-class submarines Token, Talent and Trenchant. July 20. Aged 93.

ROYAL NAVAL ASSOCIATION

Joan 'Jo' Veale (née Styles). WRNS Signals. Served 1954-55 in Condor Arbroath. Life member Peterborough RNA. April 9. Aged 76.

Alan Graham. Associate member Durham City RNA. Aged 73.

Thora Finnigan. Associate member Durham City branch. June 16. Aged 85.

John Barr. Chatham rating. Served Normandy Landings. Life member Durham City branch. July 15. Aged 85.

Lt Cdr Leslie Armitage RNR. Served in Cowslip and wounded in action. First Lieutenant of Naval Base Ascension Island, returning to Cowslip when fully recovered. Founder member and president of Barnsley RNA also member of Corvette Association.

Reg Watkins. N/A (A/H). Served 1947-54 in Raleigh, Anson, Jutland, Glory (Korea 1951) and shore establishments. Member of the RNA and the 14th Carrier Air Group also HMS Glory Association. July 6. Aged 80.

David Thomas Rigden. PO (Ch.MM4 Electrical). Served 1939-46 in Pembroke, Victory, Wildfire, Beaver, Euphrates, Jafar, Lanka, Burong, Jewel and minesweepers (UK coast, Persian Gulf, Southern India and Ceylon). Rockingham and District branch. July 27 in Western Australia. Aged 90.

Roy Morris. Served during WW2 in Fancy. Life member of the RNA. Chairman of Keighley branch until its closure 2004 when he became a member of Skipton & District branch. July 20. Aged 91.

John Batchelor. AB. Served in Atherstone (1944-45), veteran of Italy, Greek and Yugoslav operations; one of four Mess 'sprog'. Aldenham RNA, Atherstone Association and Hunt Destroyer Association. July 19. Aged 83.

James 'Jim' Bright. FAA. Served mainly aboard Attacker. Member of Fleet Air Arm Association (Birmingham) and Fleet Air Arm Armourers Association (founder member of Hitchin branch); Burma Star Association (Cleethorpes & Grimsby), Royal British Legion (Grimsby), past member of Chesham and Amersham RNA; also Hemel Hempstead and Cleethorpes branches and life member, chairman and president of Old Clea (Grimsby) RNA. Adopted by HMS Attacker Association as historian for ship and squadrons and produced Project HMS Attacker Crews Operations 1942-45 as books 1, 2 and 3; and donated copies to the Fleet Air Arm Museum

at Yeovilton where they can be viewed upon request. July 20. Aged 85.

Norman Willis. Merchant Navy. Associate member of Londonderry RNA. August 7. Aged 79.

Reg Watkins. Fleet Air Arm. Served in Glory (Korean war). Coventry RNA. July.

Charles 'Charlie' Grimmer. Chief Yeoman of Signals. Served 1935-49. Boy entry to Ganges and Button Boy on two occasions. Norwich branch. July 19. Aged 89.

Michael 'Mick' Alwyn Jones. Stoker Mechanic. Served 1949-57 in Indefatigable, Illustrious, Vanguard and Cumberland. Llandudno branch. May 1. Aged 77.

Harry Thomas Davis. PO Catering. Served at Minos, Edinburgh Castle, Tamar and Pembroke. Beccles branch. July 17. Aged 85.

Jean Jessie Andrews. Associate member Beccles branch. July 30. Aged 78.

Amelia 'Millie' Smith. Associate member Lincoln branch. Aged 82.

Derek Goddard. Associate member Lincoln branch. Aged 71.

ASSOCIATION OF RN OFFICERS

This is the last submission by the Association of RN Officers as it has decided to no longer provide Navy News with a list of its members that have crossed the bar. However, we can be contacted directly by relatives and friends who would like to use this service provided free by our newspaper as a mark of respect to all men and women of the Naval service.

Lt Cdr RA F Berger. Served in Belfast, Skua, Scorpion, Dryad, Diamond, Adamant, Hampshire and Tamar.

Lt Cdr J T Downes RNR

Lt Cdr T A de V Hunt. Served in Hermes, Excellent, Illustrious, Valiant, Eastleigh, Arbroath, Vengeance, Mercury, Scotia, Ocean, Liverpool, Dolphin, Montclare and Adamant.

Lt Cdr P J Newcombe. Served in Cochrane, Drake and Naval Hospital Haslar. Lt Cdr L de N W Penn-Gaskell. Served in Baldu, Merlin, Terror, Mauritius, Ceres, Meon, Royal Prince, Sea Eagle, Excellent, Dolphin and Dryad.

Lt Cdr O A Saunders. Served in Terror, Cochrane and Naval Hospital Haslar.

Cdr G Stubble. Served in Gambia, Albion and Drake.

Lt Cdr R G Woodward. Served in Fury, Versatile, Collingwood, Kimberley, Scout, Highflyer, Whitshed, Wheatland, Largo Bay, Oakham Castle, Volage, Armada, Mars, Pembroke and Uva.

SUBMARINERS ASSOCIATION

C J 'Cyril' Baldwin AB HSD. Submarine service 1943-46 in Ventura, Spur and Seneschal. Scotland NE branch. Aged 85.

G 'George' Fennell. Sto.Mech. Submarine service 1946-49 in Thorough, Token and Tereido. Bristol branch. Aged 80.

J 'John' Megaw. L/Sto. Submarine service 1946-48 in Thermopylae and RG'L. Northern Ireland branch. Aged 82.

G S 'George' Munro. CPO TASI. Submarine service 1950-73 in Artemis, Alliance, Scythian, Seneschal, Sea Devil, Totem and Truncheon. Northants branch. Aged 85.

K H B 'Burt' Wootton. Sto.Mech. Submarine service 1942-46 in H34 and Tantiy. Gosport branch. Aged 86.

LST & LANDING CRAFT ASSOCIATION

J A Thacker. Served with LCA Flotillas 122, 124 and 553, LST 2 and LCM Flotilla 129. June 5.

J W Brunsell JP. Served on board LCT(R) 125, LST 3 and Dauntless. June 20.

T A Newell. Served on board LST 427. June 26. Aged 83.

V Yates MID. Served on board LCT 364 and TLC 166. July 2.

B H Rees. Served on board LCA Flotilla 510 and LCF 24. July 25.

ALGERINES ASSOCIATION

Robert Hunt. AB. Served in Minstrel. January 13. Aged 87.

Reg Ferreday. LEM. Served in Laertes. May 17. Aged 78.

John Davidson. AB. Served in Bramble. June 11. Aged 82.

Fred Searle. Sto. Served in Mary-Rose. August 6. Aged 83.

John 'Jack' Francis Williams. AB. Served in Spanker and Lightfoot. Founder of the Algerines Association. August 10. Aged 84.

Swap drafts

LogsCS(D) Coombs currently serving in HMS Grimsby, soon to be on HMS Walney with MCM1 Crew 1, looking for any Portsmouth ship, small ship preferably, and not carriers. Contact: LogsCS Coombs, HMS Grimsby, BFPO 292 or 292-CS@a.dii.mod.uk.

Contact sheet

Ministry of Defence: 0870 607 4455, www.mod.uk

Royal Navy recruitment: 0845 607 5555, www.royalnavy.mod.uk

Veterans Agency: 0800 169 2277, www.veteransagency.mod.uk

Medals enquiries: 0800 085 3600

RN and RM Service records: 023 9262 8779 or 023 9262 8667

Royal Naval Association: 023 9272 3823, www.royal-naval-association.co.uk

RNBT: 023 9269 0112 (general), 023 9266 0296 (grants), www.rnbt.org.uk

British Legion: 08457 725725, www.britisshlegion.org.uk

Naval Families Federation: 023 9265 4374, www.nff.org.uk

Talking Navy News goes digital

Navy News is available free of charge as a digital file on memory stick from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number, or email patn-rec@hotmail.com. A speaker that will take a USB plug is required but this can be obtained from the Talking News, or the file can be played back through a computer.

Entries for the Deaths' column and Swap Drafts in October's Noticeboard must be received by **September 14**

Where are you now?

Seeking Shipmates: Peter Ansell served with them all during the 1960s and would like to know what has happened to them. POSTd N Sedgewick; CPOSTd B Woodcock; CPOSTd D Bull; POSTd E Linge; POSTd A Watts; POSTd Cooper; POSTd Barnes; POSTd M Knight; POSTd R Smith; POSTd R Oliver; CPOSTd B Hogan; CPOSTd Robertson; POSTd F Flint; CPOSTd Ventnor; POSTd Pow; CPOSTd K Howard; CPOSTd Walker; CPOSTd F Croucher. If you have any information contact Peter Ansell at peterandjoan1@tiscali.co.uk or tel: 01278 733526.

HMS Valiant 1944-45: Bob Martin is seeking information about former shipmates, Cyril 'Blondie' Drapper from Pudsey near Leeds and Bob Bateman from Hull. They all served in Valiant. Bob often remembers them and wonders what happened to them. Bob was originally from Stocksbridge, Sheffield. If anyone can help, please contact Bob Martin on 01226 763786 or write to 46 Park Avenue, Penistone, Sheffield, S36 6DN.

HMS Ocelot: Members of the crew of Ocelot from the 1964-67 commission recently had a get-together in Plymouth. They have an annual get-together in different parts of the country and are desperately seeking former crew from those years to join us for a weekend. Already the following have been attending: David Verveat, Pete Griffin, Alan Godwin, Spike Hughes, Bob Bragg, John Wakelin, Ted Hitchin, Nobby Hart, Jess Horton, Billy Defurey and Dixie Dixon. If you were a member of the crew contact Bob Bragg on 01473 404336 or Billy Defurey on 01274 778088.

HMS Relentless 1964-66: LRO(T) 'Dolly' Gray is requested to contact ex CY Read

Reunions

SEPTEMBER 2009

John Smedley: Does anybody know the whereabouts of a John Smedley, born around 1950-51 who we believe joined the RN straight from senior school in 1966? He attended Henry Cavendish Technical Grammar School, Derby from September 1961 and was also involved with the Sea Cadets based in Green Lane, Derby. At that time he was living with his parents in Harvey Road, Derby. In 1986 we understand he was in Norway (with the RN?) - the year of our 25th anniversary class reunion which he was unable to attend. We are hoping to have a 48th anniversary in Sept/Oct this year as another schoolmate is coming over from Australia for a family holiday and would love to get as many of the old gang together as possible. Any information about John would be gratefully received. Contact John Harrison at johnandtricia51@tiscali.co.uk or tel: 01332 762499.

HMS Vidal (Survey ship): The annual reunion will be held this year at the King Charles Hotel, Gillingham, Kent, on September 18-19. For further details please contact Claire Parker on 020 8648 0160 or visit our website: www.hmsvidal.synthasite.com

The Cutlers Association: Reunion is on September 16 at The Bull Hotel in Peterborough. This includes a buffet lunch and the price per head is £21 (includes wine). It runs from 12 until the stories run out! New guests are always welcome. Details from honorary secretary Heather Reed at hr@peritd.co.uk or 9 Kings Road, Melton Mowbray, LE13 1QF or tel: 07792 984557.

OCTOBER 2009

Fleet Air Arm Fixed Wing Dinner: A buffet dinner will take place in the WO&SR's Mess RNAS Yeovilton on Saturday October 31. The dinner includes wives/partners. Open to all those who have served or supported any fixed wing unit or squadron, further details can be found at www.faaab.co.uk or from the SHAR Association chairman Tom Dawson on 01935 702017/07779 143627.

HMS Superb (Cruiser) Association: Reunion takes place at the King Charles Hotel, Gillingham, Kent on October 3. For more information contact Fred Kinsey at fred@hms superb.co.uk or tel: 01223 871505.

HMS Norfolk 1930-50: The 63rd and final reunion dinner of the Old Norfolks Association will take place in Plymouth on October 10. All former members of the ship's company are invited to attend. Details from Ken Moth, honorary secretary, the Old Norfolks Association, email: kbmoth@btinternet.com or write to 28 Greenside Drive, Lostock Green, Northwich, Cheshire CW9 7SR, tel: 01606 46228.

Royal Naval Electrical Branch Association: Have you booked your place at the reunion to be held from October 23 to 26 at Southdowns Holiday Village yet? Better hurry. Not in the association yet? Hundreds of ex RN Electricians are here. The first step to finding your old shipmates

Seafarers UK: 020 7932 0000, www.seafarers-uk.org

SSAFA Forces Help: 0845 1300 975, www.ssaifa.org.uk

RN Community: www.rncom.mod.uk

Royal Naval Museum: 023 9272 7562, www.royalnavalmuseum.org

Fleet Air Arm Museum: 01935 840565, www.fleetairarm.com

Royal Marines Museum: 023 9281 9385, www.royalmarinesmuseum.co.uk

RN Submarine Museum: 023 9252 9217, www.rnsubmus.co.uk

National Maritime Museum: 020 8312 6565, www.nmm.ac.uk

Imperial War Museum: 020 7416 5320, www.iwm.org.uk

in Western Australia at ken_read@bigpond.com regarding a book and a photograph that would be of interest to him obtained from the estate of our ex Capt A G Watson. You can write to 76 Robinson Road, Herne Hill, 6056, Western Australia.

HMS Anson: Seeking former electricians who were on board 1947-48. Also seeking photo of this battleship dressed overall, anchored off Torquay during 1948 Olympic Regatta. Please contact Len Sanford on 01255 820250.

David O'Reilly: Trying to contact Dave. We joined Royal Arthur in September 1948 to Ceres December 1948. Met up in Daedalus in 1952. Dave probably signed on for his '21'. He married a Norwegian girl in the late 1950s and spent a commission on the Alert in the 1960s. Dave or anyone knowing his whereabouts can contact Alex 'Jock' Mitchell on 01361 882330.

HMS Cleopatra Old Shipmates Association: On the lookout for new members to join us from both the cruiser and the frigate. Wives/partners are also welcome. We have 270 members and the subscriptions are only £6 per year. Our 25th AGM and Reunion is being held in Skegness from May 7 to 10. If you are interested in joining then contact the secretary Warwick Franklin at warwick_franklin@hotmail.com or tel: 01752 366611.

HMS Enterprise Inshore Survey 1965-66: How about a reunion for those who remember the trip to Cologne from Ramsgate, 21 years after WW2. 'Torpedo Oil' was introduced to the crew at the German Naval Club. Contact 'Freddy' Fox at The Galley, Royal Harbour, Ramsgate, tel: 01843 587678.

from the Electrical Mess is contact Mike Crowe at mike.crowe1@btinternet.com or visit <http://www.rneba.org.uk> or RNEBA, 7 Heath Road, Lake, Sandown, Isle of Wight PO36 8PG. Just ponder the past, think of a shipmate and get in touch with me.

The Ton Class Association (coastal minesweepers) hold their 2009 annual reunion and AGM at the Prince of Wales Hotel, Southport from October 2 to 5. Want to attend? Contact our reunions secretary: Peter Harrison, Foxhollow, Shevock, Torpint, PL11 3EL; tel: 01503 230216 or email: peterharrison@eclipse.co.uk Not a member? Contact our membership secretary: Dennis Cook, 5 Manvers Street, Workop, Notts, S80 1SD; telephone: 01909 481745 or email: denniscook@fsmail.net Welcome aboard.

Weapons Mechanician Association: Reunion from October 23 to 25 at the Bear Hotel, Havant. Contact Dave Crees on 023 9247 5100, 07074 475100 or write to 24 Leigh Road, Havant, Hants. PO9 2ET.

MAY 2012

HMS Fiscard: Calling all S45 Artificer Apprentices. Would you like a 50th Reunion around May 7 2012? If so, please initially contact Mark Churchill at s45reunion@ntlworld.com giving home town/city/country location (plus any other contact info you are comfortable to disclose) to enable the degree of interest to be established.

Sports lottery

July 18: £5,000 - Lt Cdr M J Vowles; £1,500 - S/Lt B J Dando; £500 - PO D J Cranie.

July 25: £5,000 - LS M A Sommerville; £1,500 - Mne R I Castle-Smith; £500 - PO G J Dunn.

August 1: £5,000 - Cpl G P Alfard; £1,500 - Cpl M Ash; £500 - Lt Cdr J S Bark.

August 8: £5,000 - CSgt B Sercombe; £1,500 - Logs R Collings; £500 - AB K W L Lawton.

August 15: £5,000 - LOM S T Ward; £1,500 - POAEM M K Vaughan; £500 - CPOAEA M Hergli.

Competition

Winners of a copy of *Survival Handbook* are:
DAO(E) S Watt, Gainsborough, Lincs
Matthew Wilcock, Fareham, Hampshire

Stephen Smith, Olney, Bucks
Terry Cotter, Sittingbourne, Kent
David Axford, Haslemere, Surrey
Ian Vowden, Newton Abbot, Devon
Mrs S Standing, Chippenham,

Berkshire
E Davies, Buriton, Hampshire
Malcolm Yates, Wednesfield, Wolverhampton
Malcolm Hall, Tonbridge, Kent

In our July edition we mistakenly referred to the *Survival Handbook* author as Colin Towell "a former SAS man". Mr Towell completed the Combat Survival Instructors Course run by the SAS, but did not serve in the elite unit. Our apologies for the mistake.



Happy Haslar

I READ with sadness about the closure of Haslar Hospital after 265 years of service. I remember the old place in the 1940s. The wards were presided over by nursing sisters of the QARNNS, all of them commissioned officers.

The other female nurses were VADs (Voluntary Aid Detachment) who wore a plainer starched uniform with a large red cross on the bib.

Patients, if allowed out, were issued with a light blue suit, white shirt and red tie. You could go out leaving your station card at the gate.

There was a pub not too far away but Gosport proper was a bit of a hike over Pneumonia Bridge and down Squeeze Gut Alley.

We patients were well looked-after, each day our shoulders, buttocks and heels were rubbed with alcohol and then powdered with talcum to prevent bed sores.

The food was good but a little sparing, it was served from a trolley by walking patients.

On being admitted to hospital you lost your tot but got a bottle of stout a day. I found it strange but there was a glass on your locker always topped up with cigarettes, most of them pinched by the sickbay Tiffies.

Captain's rounds were a hoot, first a marine bugler stood at one door and sounded the still, which meant you had to stand to attention, sit to attention, or lie to attention.

The bugler then marched to the next door, followed by a marine with the captain's dog on a lead, then the matron, the captain and a gaggle of medical and dental officers, probably 20 in number, who tramped through at speed, looking straight ahead, followed by another marine bugler who then sounded the carry on as the whole lot trooped into the next ward.

The hospital was a credit to the Royal Navy – such a shame that the Whitehall warriors have decided that the grand old place had to go the same way as the very large Army hospital at Netley on Southampton water.

– Brian Broadley, Besseges, France

Bar blunder

IN YOUR article *From one god to another* (August p16) and the accompanying photograph of former WO1 Steve 'Pincher' Martin in his incarnation as King Neptune, I believe it should have been reported as a 'crossing the line' ceremony and that which actually appeared was a most unfortunate slip of somebody's pen.

– Derek Bridge, Chiang Mai, Thailand

...it is a pity that the writer of this article referred to *crossing the bar*, which is a euphemism for dying and is therefore only used in very sad circumstances.

I wonder how someone connected with *Navy News* should make such a bad mistake.

– Audrey Martin, Gosport
It was a bad mistake. My only excuse is that I had been reading about Tennyson, whose 200th anniversary was on August 6, and how he came to write *Crossing the Bar*. It must have been in my subconscious when I wrote the piece – Managing Ed



● The happy band of medical personnel pictured in Basra, where all but one of the doctors were RN over the Christmas period. Back row, Surg Cdr Raj Shah, Surg Cdr Mike Terry, Surg Cdr Steve Bland, PONN Scott Gilbert, Surg Cdr Steve Wilson, front row, LNN Sarah Armstrong, LNN Nancy Hobbs, Surg Lt Cdr Simon Mercer

Doctors in the desert

ON JULY 10 the Royal Navy Medical Branch had a high profile medal parade for all those serving in conflicts in the last 18 months.

The event was attended by the Duchess of Cornwall, and reported in the August edition of *Navy News* (page 21).

Many if not most on parade were receiving their Afghanistan Medals but I thought your readers

would like to know that the RN medical branch were out in force in Basra over the Christmas period.

Indeed all but one consultant doctor at 22 Field Hospital were Naval personnel. This caused a certain amount of amusement if not challenge for the CO, Lt Col Heatlie RAMC, as we slowly tried to get him into Naval ways!

– Surg Cdr Steve Wilson, Lowestoft

Not-so-special effects

MANY THANKS for the special article and illustrations on HMS Amethyst in the August issue.

I had a good chuckle over the remark that 'special-effect experts were a little heavy-handed in their use of explosives to recreate some of the battle scenes' as my father, Lt Max Reid, was the chief 'expert' who nearly succeeded in sinking her.

He would have been the first to admit that they were rank amateurs and remembered that it was only after the civilian special effects experts had nearly destroyed an aircraft that the Lords of the Admiralty ordered HMS Vernon to dispatch a naval party to take over the explosive duties.

Dad was taking a Long Course there, I believe, but must have been considered expendable for the unusual mission.

Their equipment was crude in the extreme and included a car battery and a board fitted with nails as their 'demolition panel.' The incident which cracked a plate in the ship's side resulted from a

moored underwater charge that drifted towards the ship during an extended pause in filming.

By the time the lighting or make-up specialists had given their approval to continue filming the charge had drifted against the ship's side and the resulting damage sent a couple of matelots racing to the local fire station to borrow a pump – most of the ship's equipment had already been removed.

The water was pumped out and filming resumed the next day but the incident had been witnessed by a former captain RN who had retired to the River Orwell and had immediately phoned a friend at the Admiralty.

My father was summoned back to HMS Vernon to explain himself but returned later that day, a somewhat chastened 'special effects expert'!

My father, a retired captain, died on Trafalgar Day 2005 but he always remembered with pleasure his brief experience of Hollywood in HMS Amethyst.

– Mark Reid, Ottawa, Canada

...I FEEL I must write to vindicate myself against an extract obviously taken from a report made by a 'hack reporter' to one of the dailies at the time.

I can assure readers that no LAT/LONG positions were signalled throughout our journey down river (this would have been tantamount to committing suicide as any numbskull would know.)

The sequence of events: – the ship sailed under "W/T Silence" until all hell let loose and I sent the signal "I am under heavy fire and have been hit."

I then informed the operator at Hong Kong I would transmit OK (not OKAY) every 15 minutes and he would respond with R (no call signs to be used.)

My reason for this was that should the ship (or I) succumb, they would be able to roughly work out our positions.

– J L French, Cheltenham
...I HAVE just received my August edition of *Navy News* and what memories it has aroused.

I was a seven and five man, joined in 1948 in the Sick Berth branch. Of that service I spent about five years in Haslar, so the item on its final closure is somewhat poignant.

It was at Haslar in 1949 – I forget the exact month but it would be June, July time – I was an SBA on the Sick Officers' Block

Yeovilton was a big let-down

MY BROTHER and I are both aircraft enthusiasts and have been frequenting airshows around the country for the best part of 40 years.

This year's so-called airshow at Yeovilton, however, has been completely and utterly disappointing. Where were the anticipated displays befitting a 100 year anniversary?

The very few displays that did grace the skies were so brief that we would have missed them had we sneezed or even blinked!

It should have been so much better than this. This was the worst airshow we have ever been to and we left Yeovilton feeling despondent and thoroughly let-down. We do not expect to ever return to Yeovilton.

– Kevin Pallett, South Molton, Devon

Cdr Richard Fox, Commander (Air) and Display Director, told *Navy News*: "We were equally disappointed that our Air Day was so severely affected by a persistently low cloud base that the vast majority of the day was below the mandatory flying display limit."

"It was also unfortunate that some aircraft experienced technical problems, resulting in flight cancellations."

"The forecast (correct as it turned out) did not give any indication of clearance and I made a decision to let the programme run, and if a suitable increase in the cloud base or gap appeared allow the aircraft to display."

"On the day everyone worked extremely hard to get as many

aircraft airborne as possible. This worked for some, Sea Vixen and Seafire, and briefly for the Rafale and Dutch F16, but sadly many could not. Even some of the light fixed-wing and helicopters were affected by the weather."

"Safety at any air show will always have the final word."

Knowing when it's time to go

LT CDR James Parkin comments (June) that ex-serving personnel are filling the *Letters* page, with little from serving personnel.

He must remember that the former are on the outside looking in with the *Navy News* their window, and the latter are too busy creating the news for the articles.

In early 1963 as a writer on his first draft, I joined the Discharge Pay Office, HMS Victory Barracks (as it then was).

Ratings passing through ranged from those who joined early in World War 2 to those on shorter engagements.

Frequently it would be said to me: "Time to go, this isn't the Navy I joined." I didn't fully understand, as I thought life was wonderful.

On completing 23 years, I now understood and also said: "Time to go."

A further 24 years on, I hope that those still serving will plough on and sue for a fuller career, so that when the time comes they too will understand it is "time to go."

– Charles Lowson, Fareham



LETTERS to the editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

E-mail correspondents are also requested to provide this information. Letters cannot be submitted over the telephone.

If you submit a photograph which you did not take yourself, please make sure that you have the permission for us to publish it.

Given the volume of letters, we cannot publish all of your correspondence in *Navy News*.

We do, however, publish many on our website, www.navynews.co.uk, accompanied by images.

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues.

The editor reserves the right to edit your submissions.

opinion

THE sad sight of military funeral corteges passing through Wootton Bassett is becoming etched into our national psyche as the bodycount from Afghanistan rises.

But how often do we hear about the other casualties, the ones who made it home but face a future seriously injured in body or mind? And who tells the stories of their families, and how they cope?

Marine Mark Ormrod, who acquired an unwelcome fame when he lost both legs and an arm in a Taliban bomb in Christmas 2007, pulls no punches in his book *Man Down* (reviewed on page 45).

His account of his physical injuries is harrowing, but so too is the effect they had on his family. "I don't think my mother

stopped crying for four days after she was told the news," he writes.

But there are bright touches of hope in his book, and it's the families that provide them. Not just Mark's family and his exceptional wife, Becky, who refused to let him give up when he wanted to die, but the extended family of the Royal Marines and indeed the Armed Forces.

As Mark said: "It means a lot to know that the CSM will bust his bollocks to come and get you no matter where you are or what state you are in."

Mark is now based at 42 Commando in Plymouth, where working alongside his mates is probably the best long-term rehabilitation he could have.

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Editorial

Managing editor: Sarah Fletcher (023 9272 4194)

Editor: Mike Gray (023 9272 5136)

News editor: Richard Hargreaves (023 9272 4163)

Production editor: Helen Craven (023 9272 5067)

Fax 023 9283 8845

edit@navynews.co.uk

Business

Business manager: Lisa Taw (023 9272 0494)

Subscriptions 023 9272 6284

subscriptions@navynews.co.uk

Accounts 023 9272 0686

Advertising (023 9272 5062)

advertising@navynews.co.uk

Graphics and Reproduction: 023 9272 2010

Fax 023 9283 0149

EDUCATION

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Smooth transition at RHS

THIS month two new junior houses open for 11 and 12-year-olds at the Royal Hospital School, Holbrook: Drake for Year 7 and 8 boys and Blake for Year 7 and 8 girls.

These houses will be home for both day and boarding pupils, with the focus on younger pupils and more flexible day and boarding options.

The junior houses have been specifically created to aid the transition from a primary education to secondary at Year 9.

Andrew Evans, head of the lower school, explains the underpinning philosophy: "Our aim is to develop a hunger and motivation for learning as well as teaching values for later life, instilling confidence and assisting each and every pupil's personal development outside of the classroom."

"This is a unique period in a child's school life and we place great importance on the foundations laid at this time."

Boys in Drake will be under the care of experienced housemaster, Mike Barraclough while Joanna Hewitt, who is herself a mother of two girls at the school and has worked at both prep schools and senior schools, will run Blake.

A resident matron will look after the day to day running of the house and personal tutors will mentor the academic progress, extra curricular activity and social development of the pupils.

Younger pupils can opt for flexible weekly or *ad hoc* boarding, enabling a balance whereby the pupils can enjoy all the advantages of boarding while parents are able to see more of their children.

The school promotes total integration of day and boarding pupils; both will have timetabled prep sessions and day pupils will be encouraged to stay in school



● Pupils at Royal Hospital School settle into their room

until 6pm, when they can make the most of all the extra curricular activities available.

At the end of the day bus transport is provided for day pupils and boarders can go on to enjoy a comprehensive programme of activities and recreation.

Headmaster Howard Blackett says: "We are very excited about the new junior houses and believe that by providing dedicated pastoral care, tailored academic guidance and a comfortable, friendly environment for our younger pupils, the transition to the senior part of the school becomes an easy process."

"This also means that everyone is 'new' to their senior houses in Year 9, whether they have moved

up from the junior houses or joined the school after common entrance from prep school."

Fees for Service families claiming Continuity of Education Allowance are set so that they pay just the minimum 10 per cent (2008-09 approx £600 per term).

Seafarers (current or former naval families) can apply for a means-tested bursary or seafarer's discount via the school's parent charity, Greenwich Hospital.

The next open day will be held on Saturday October 3 at 9.30am.

To register your interest in attending or find out more, please contact Susan Lewis on 01473 326210 or admissions@royalhospitalschool.org or go to www.royalhospitalschool.org

Get the info on life at Cranbrook

CRANBROOK School in the historic market town of Cranbrook in Kent is holding a series of information days and evenings, plus tours of the school in advance of the 2010 entry.

Information sessions for parents with children at 11 plus will be held on Tuesday September 8 at 7.30pm, while for children at 13 plus, there will be a similar session on Saturday September 19 at 10.30am.

And on Saturday November 7 at 10.30 there will be an information session for those thinking of applying for Sixth Form day entry; please be aware that we only have occasional entries for Sixth Form boarding entry.

None of these sessions will be preceded or followed by a tour of the school, but a look around Cranbrook is available on the week beginning September 21.

These tours are designed for day candidates and we strongly recommend that parents of boarding candidates book an individual tour at another time.

To book or for details, contact the school office on 01580 711800 or reception@cranbrook.kent.sch.uk

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Queen Victoria School is fully funded for tuition and boarding by the Ministry of Defence

Main Intake Point : Primary 7

School Open Morning : 19 September 2009



Queen Victoria School is open to the children of all ranks. Applicants must have at least one parent serving in the UK Armed Forces who is Scottish or who has served in Scotland.



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Students are supported by a strong pastoral care system, combined with an ethos of traditional values and high expectations.

A varied programme of outdoor pursuits, sports and cultural activities ensures that there is always something to look forward to at the weekend. The popular cadet force now numbers over 150 recruits.



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Truro High – one of the best girls' schools

TRURO High School for Girls moves into its 130th anniversary year with a long list of fresh accolades to add to its proud heritage.

At the beginning of 2009 it received an outstanding report from the Independent Schools Inspectorate and was named as one of the best girls' boarding schools in England. In June it also won the 2009 Good Schools Award for achieving the best physical education and sports results at AS Level in the country.

Consistently placed at the top of the South West academic league tables, Truro High boasts small class sizes, a beautiful location, excellent facilities – including a brand new modern language block – and a dedicated teaching staff who are all committed to bringing out the best in every individual.

New boarding accommodation was opened last year, boasting spacious rooms with lovely views and en-suite shower rooms.

Girls and boys are accepted into the nursery from the age of three and then it is girls only from reception through to Sixth Form. Year 6 pupils get automatic entry into the senior school.

"Girls learn in a different way to boys and we are able to adapt our teaching methods to take account of that fact," says headmistress Caroline Pascoe, a former British Olympian.

"They have plenty of opportunities to interact with boys but, in the classroom, they are able to concentrate on their studies, developing both their self-confidence and their self-esteem.

Caroline continues: "In Sixth Form, all our students do an extended project as well as A Levels."

"The project takes the form of a university-style dissertation on a personally chosen topic. It has proved a very useful way for top universities to differentiate between candidates."

In addition to standard curriculum subjects, the school

excels in music, sport, the creative arts and drama.

This year alone, two pupils are amongst the top ten athletes for their age group in high jump and the pentathlon.

Personal tours of the school and taster days can be arranged on request.

For information, call 01872 272830 or visit www.trurohigh.co.uk

Victoria in excelsis

WITH the new academic year beginning on Tuesday 18th August, Queen Victoria School looks back on a summer of activity, and forward to a busy and rewarding new session.

A group of pupils of various ages, and one Queen Victoria teacher, undertook an expedition to Malawi this summer, following a similar trip to Peru three years ago.

A combination of exploration, community help and cultural experience means that these trips have a life-changing effect on those who participate.

They also count towards the Duke of Edinburgh Award Scheme, and several pupils are hoping to complete their gold award this year – a remarkable achievement for pupils still at school.

Cadet camps have occupied a

number of pupils, including a visit to Bisley, the world-famous home of rifle shooting, to participate in the annual schools' competition there.

Over 20 members of the pipe band travelled with staff to Basel in Switzerland in mid July, to take part in the Tattoo there.

Over several weeks, Queen Victoria School pipers and drummers played their part in every performance, working alongside professionals from a number of countries including adult musicians from the British Army.

Such experiences are invaluable in developing practice and performance skills, social maturity and a realisation of what professionalism entails!

Following another crop of good exam results – Queen Victoria's results are consistently above the national averages – many leavers are heading for university; others are going on to colleges or to employment.

Around 40 new pupils began their time at the school in mid-August.

They all have at least one parent who is a Scottish member of the UK Armed Forces or has served in Scotland.

Fully funded by the Ministry of Defence, Queen Victoria School provides stability and continuity of education – academically, on the games field and more widely – for children whose family circumstances will typically have seen them move through four or five schools, in different education systems, before coming to Queen Victoria at the age of ten.

If you would like to know more about the school, please contact the admissions secretary on 0131 310 2927 or visit the website www.qvs.org.uk.

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● Mapping out a bright future... Pupils from Queen's College on a Duke of Edinburgh Award outdoor challenge

Queen's and Duke's

QUEEN'S College, Taunton, is one of the 15 per cent of independent schools without a Combined Cadet Force.

But as the headmaster Chris Alcock commented: "I need not have worried, as it took me only one preliminary visit to Queen's to see that the large and hugely-popular Duke of Edinburgh Award programme more than filled the space vacated by rifles and square-bashing."

Queen's is numerically the biggest centre for the Duke of Edinburgh Awards Scheme in the South West of the United Kingdom.

Almost all of Year 10 (around 90 pupils) choose to begin their bronze award and over the years well over 300 Sixth Formers have been to Buckingham Palace to receive the coveted gold award, way more than any other centre in the region.

"While I remain personally convinced that our focus on the Duke of Edinburgh Award Scheme, rather than Combined Cadet Force is the right way forward for a school that prides itself on being no slave to convention, I thought it might be wise to check the opinions of one or two parents currently serving in the Armed Forces," said Mr Alcock.

Cdr Paul Casson, has a son and a daughter at Queen's College and is a Royal Navy engineer.

"I joined the Navy from an old-style grammar school that had a cadet force but I don't think that's really influenced my thinking on the subject of choosing a school either way," he reflected.

"I think the Duke of Edinburgh Awards Scheme is at least as good as, and in many ways better than the Combined Cadet Force."

"The cadets can seem overly-military to many of us, although perhaps that looks different if

you're at the sharp end, say in an infantry regiment.

"Developing leadership, self-awareness and self-confidence is something that the cadet scheme will do for you, but so will the Duke of Edinburgh Award Scheme in just as many and perhaps more interesting ways."

Charitable St John's

ST JOHN'S College head boys Simon and Jonathan Priestley handed over a cheque for £1,000 to Guinness Premiership rugby champions Leicester Tigers after their showdown match against London Irish at Twickenham.

The amount raised will go towards the Matt Hampson Trust Fund, a charity set up in the name of the former emerging Leicester Tiger, who suffered a dislocation to his neck during the collapse of a scrum and is now paralysed from the neck down.

He is unable to breathe unaided but remains as determined and as mentally strong as he was in his playing days.

Matt is now an inspirational figure in the rugby and wider communities, leading an independent life despite his disability, writing a local sports column and coaching rugby, as well as raising awareness and funds for spinal charities.

Despite being supporters of London Irish, the twin head boys were invited into the Tigers' dressing room after the match to present the cheque to All Black

Aaron Mauger, Samoan winger Alesana Tuilagi and England Saxons Richard Blaze and Brett Deacon.

Simon said: "It was a pleasure to meet the Leicester Tigers players who gave us a really warm welcome. It was kind of them to spend time with us after winning the trophy and we were delighted to be handing over a cheque for such a worthwhile cause."

Jonathan added: "Matt is a really inspirational character; quite a few players from St John's follow his story - he was the same age as us when the accident happened."

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KELLY College, founded by Admiral Kelly in 1877, is proud of its 130 years of service to the Royal Navy.

Kelly is situated in the beautiful South West of England and offers a co-educational full and weekly boarding, and day education for pupils aged 11-18.

It is a school of 360 pupils of whom half are boarders.

Kelly offers all the facilities of a larger school, while retaining the advantages in the individual care

and class size of a smaller school.

The preparatory school is co-educational and has a further 190 pupils aged between 2½ and 11 years.

The prep school shares many of the facilities of the senior school including boarding from Year 5.

Kelly provides a high-quality, well-balanced education with a strong commitment to a whole range of extracurricular activities. The staff are fully involved seven days a week, 24 hours a day.

Kelly enjoys an established reputation for good academic results (a 100-per-cent pass rate at A-level for the last six years, with 65 per cent at grades A and B in 2008) and for its cultural and sporting achievements.

The sporting record of the school is very strong; Kelly has a national reputation in swimming, rugby and athletics, while hockey and netball teams have achieved county and regional success.

At the same time, the college is particularly proud of its music and drama and delighted to be taking advantage of the new performing arts centre.

One of Kelly's strengths is the range and diversity of its societies and activities – from squash to shooting, debating to drawing, sailing to surfing, public speaking to pottery – with dozens to choose from there is something for everyone to enjoy.

We aim to nurture the academic potential of all pupils. In recent years, every leaver who has wished to proceed to higher education has done so.

Small class sizes ensure individual attention and a committed staff seek to work with parents to achieve the personal goals of each pupil, whether that be a place at a top university, international sporting representation, or a chosen career.

Kelly College invites all prospective families to its annual open morning on Saturday October 3 between 10am and mid-day.

For details – and for further information about bursaries for Service families – contact the registrar, Candace Greensted, on 01822 813100 (telephone), 01822 612050 (fax) or admissions@kellycollege.com (email).



Perrot Hill is a home from home

PERROTT Hill prides itself on providing 'time and space for a full education' and Headmaster Robert Morse believes that the success of the school can be attributed to a progressive approach to education coupled with the all-important traditional values that are so often overlooked in today's busy society.

Perrott Hill's ethos is that every child matters and each child's potential is encouraged to develop and grow.

There's a mass of opportunities for every pupil: academically with small class sizes and streaming from Year 5; on the games field where sport is played five times a week; in regular musical concerts and competitions; in the Art/DT rooms and on the stage. The pupils are happy and confident and benefit from being taught by dynamic and enthusiastic staff.

The school has had a long association with the Forces, especially the Royal Navy as it is only a 20-minute drive from RNAS Yeovilton.

It offers children a very happy and secure environment in which to grow and develop as young people.

The staff realise the need for a stable education for the children, especially when families are often moving or a parent may well be away from home for sometime.

The boarding community is run by John Warlow and his wife Sarah, along with toddler Sam and Labrador Murphy, and is a thriving community – a home from home with plenty of extra-curricular clubs and activities.

The summer holidays saw the start of the refurbishment programme for both the boys' and girls' dormitory areas.

The location of the school is quite stunning, set in the countryside and overlooking the Somerset/Dorset border.

Once a private manor house, the pupils are lucky enough to have the freedom to enjoy the buildings and to explore the extensive gardens, fields and woods.

This year saw the 32 leavers go on to 13 different public schools and a number of children were awarded scholarships, both academic and all-rounder awards. For more information please contact the school or visit the website.



Creating a happy family unit at Rookesbury

AT ROOKESBURY Park School, Headteacher Pippa Harris-Burland is building a school of strengths.

"My vision is for Rookesbury to develop as a strengths-based school, using our setting more effectively, being known for our high academic standards, and challenging our pupils with a stimulating curriculum in a nurturing family environment," she says.

"Our boarding house is a safe and supportive home from home where each child, from the age of seven through to 13 years old is listened to and has the space and loving encouragement to be who they want to be.

"Our small community upstairs operates just like a family; weekends are relaxed and activities such as ice skating, cycling and cake-making all add to the family unit," says Pippa.

"We are a very happy school where relationships between children and adults take priority – recognised as 'outstanding' by Ofsted."

Pippa is very proud of the family environment for boarders and encourages all children to contact parents, especially those posted abroad.

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Cocktail party is success

THE MAYOR and Mayoress of Bath were among the guests at the City of Bath unit's first annual cocktail party.

More than 40 cadets, parents, staff and associates attended the party, with the Commanding Officer of HMS Flying Fox, Cdr Steven Webber RNR, being guest of honour.

Good food, cocktails – both alcoholic and alcohol-free – and wonderful weather contributed to a successful evening, capped with a traditional Evening Colours ceremony.

"I have to admit that this was the first time in my 20-year career in the Navy and the Naval Reserve that I have been inside a Sea Cadet unit," said Cdr Webber.

"Now, after seeing the effort and dedication put in by the cadets and staff, if my child ever asked to join the Sea Cadets I would support her wholeheartedly."

S/Lt (SCC) Ian Woodward RNR, the CO of the City of Bath unit, said: "We couldn't have asked for a better day."

"The weather was brilliant and it was a real honour to welcome so many friends and associates of the unit."

"The cadets made a great impression on those present with their immaculate appearance, discipline and warm hospitality."

Capital, capital

THE Mayor of Southwark, Cllr Jeffrey Hook, hosted a reception on board HMS Belfast to mark Armed Forces Day.

The mayor, a former Sea Cadet, presented lapel badges to several veterans, including 83-year-old Prof Raymond Jackson, an artificer in HMS Cumberland in the 1940s.

The Lord Lieutenant of Greater London's Sea Cadet for 2009, POC George Whitfield of the Southwark unit, represented the cadet forces at the event.

Quick return

A GROUP from Pangbourne College CCF visited HMS Collingwood to learn more about the Navy.

The visitors were told about the roles of the modern RN, including the protection of sea lanes around the world, counter-narcotics work and humanitarian missions.

Cadets from Pangbourne last visited Collingwood in May this year, and were keen to make a rapid return.

Cupid seals engagement at 2,000ft



WHEN the Lynx of 815 Naval Air Squadron took off from a Lancashire field during a Sea Cadet training course there was an extra passenger on board – Cupid.

The Roman god of love was the inspiration behind an operation which saw two Stroud unit staff get engaged at 2,000ft.

Sgt (SCC) Mark Cann, Commander of the Marine Cadet detachment, decided in June to make the leap and ask CPO (SCC) Stacey Daniel to marry him.

Having chosen a ring, he

then turned his mind to the location, and after some thought he contacted Lt (SCC) Tony Smith RNR, the organiser of the Adventure/Military Training Course based at Inskip.

Lt Smith was delighted at the prospect of the course's first marriage proposal, so the request was sent on to 815 NAS – and Operation Cupid was born.

Having kept quiet for a month, Mark climbed into the Lynx with Stacey early in the course.

Mark had already considered the engine noise – he didn't feel it right

to bellow the question in Stacey's ear – she would be wearing ear plugs, in any case – so he had prepared a set of flip cards.

As the Lynx flew over the Fylde peninsula out came the cards – and to cheers from the crew and other passengers on board the red-and-grey Lynx, 'borrowed' from HMS Endurance for training, Stacey's answer was yes (see picture left).

Lt Smith said it was clearly "an engagement made in heaven."

CPO Daniel is an instructor with the Stroud unit.

■ A course not to miss – pp42-3



● NA Emily Wood

Induction evening works wonders

EMILY Wood went along to a Sea Cadet induction evening just over a year ago – and was so taken by what she saw that she is now a member of the Senior Service.

Last August Emily was persuaded to attend the induction evening by her father Christopher and 12-year-old brother Thomas.

"Before then I had no interest in anything military, but I liked what I saw during the induction and it ended up that Thomas joined the Sea Cadets and my father and I became instructors," said Emily.

"Within two weeks I thoroughly got into it and loved being in the Naval environment."

"The natural progression was for me to join the Royal Navy, and I made the decision to apply just before Christmas."

Emily was diagnosed with dyslexia at the City College in Plymouth, but with support she successfully completed a BTEC national diploma in sport.

In recognition of the help she received, Emily invited Anne-Louise Allen, the college's dyslexia co-ordinator, to attend her passing-out parade at HMS Raleigh.

Emily was also full of praise for Raleigh's own specific learning difficulties tutors, who helped Emily conquer Irlen Syndrome, a perceptual problem affecting the way the brain processes visual information which can be controlled through the use of coloured filters.

Emily is now training to qualify as a Naval Airman specialising in survival equipment.

And she hopes that after two or three years as a Naval rating she can transfer to become an officer.

Gas-pipe boom will help clear slipway

A BOOM involving a gas pipe is not normally regarded as being particularly welcome, but on Tyneside a cadet unit is delighted with the results of their gas-pipe boom.

The water around the Gateshead unit slipway on – appropriately enough – Pipewellgate is now a good deal cleaner and safer after engineers from two gas companies built a floating boom made from yellow gas pipes.

The mission, by engineers from Northern Gas Networks and United Utilities, followed a recent clear-up under the Clean Tyne project, as reported in our January edition.

The unit slipway was cleared, but within days floating rubbish had clogged the site again, making it unsafe for cadets at TS Flamingo to use it.

The engineers planned and built the boom, which acts as a gate and floats on the tide, preventing large debris entering the area while allowing easy access for cadets in their boats.

Richard Dawson, Network Officer for United Utilities, was delighted to help with the project. "The work that the Sea Cadets do with young people is very important," he said, adding that the project had been a good training and team-building exercise.

The CO of TS Flamingo, CPO (SCC) Lesley Somerville, said: "We are very grateful for the



● From left: Richard Dawson of United Utilities, which looks after all the gas mains in the North East on behalf of Northern Gas Networks, Gateshead unit CO CPO (SCC) Lesley Somerville and Stuart Norman of Gateshead Council at the TS Flamingo slipway on the Tyne at Pipewellgate. The new boom is floating on the Tyne behind them

support we have received from United Utilities.

"Keeping the slipway clear is important for the safety of our cadets and also for when we are handling our boats."

Stuart Norman of Gateshead

Council, co-ordinator for the Clean Tyne Project, said the boom would also help with rubbish collection.

"This boom will help keep debris off the riverbank so that our debris collection vessel, the

Clearwater, can collect it from the river.

"Clearwater picks up tonnes of rubbish from the river and its banks every week, helping to make the Tyne one of the cleanest rivers in the UK."

Sea King spreads Fly Navy 100 message



A ROYAL Navy Sea King helicopter dropped in at a thriving Dorset school to help spread the message of the Fly Navy 100 initiative.

The Mk 7 Airborne Surveillance and Area Control (ASAC) aircraft, from 849 Naval Air Squadron based at RNAS Culdrose in Cornwall, welcomed around 150 students from Gillingham School to take a closer look.

Some 20 or so of them were cadets, and six were Sixth Form students who are seriously considering a career in the military.

The visit was organised by Lt Cdr Martin Flanagan RNR (Air Branch), a maths teacher at the comprehensive school, which has just received its third 'outstanding' assessment in a row from Ofsted.

● Gillingham School students take a close look at a Sea King from 849 NAS



● HUYTON with Roby unit celebrated a hat-trick of trebles – or a treble of hat-tricks – at the North West Area regatta. For the third year running three Huyton pulling teams got through to the national finals at the Excel Centre in London, being staged as Navy News went to press. The three successful teams were the junior girls, junior boys and open girls. POC Reid also blew away the competition to win through in the kayak event



● Farewell: Capt Jonathan Fry

New commanders – and new Captain

CAPT Jonathan Fry has announced the introduction of the rank of commander (RNR) into the Corps.

The move, from August 1, followed the introduction of the rank of warrant officer in 2008 – until now the highest rank achievable was lieutenant commander.

Capt Fry, the outgoing Captain of the Sea Cadets, said: "This will provide a modern, more balanced rank structure for the most senior individuals of the Corps and one which more closely mirrors the Royal Navy and matches

rank to responsibility.

"It will enable a cadre of senior officers to interact more easily with their counterparts in the Combined Cadet Force and other cadet forces, and it will provide a pinnacle rank to which adult volunteer officers may aspire."

Initially, the new rank will apply to eight specific and selective posts.

Whilst none of the new appointments are Marine Cadet Officers, Capt Fry has stated that there is absolutely no bar on such an officer being appointed to any of these posts, and he did not

exclude the possibility of the creation of a lieutenant colonel (RMR) in future.

According to Capt Fry, the new commander rank is a major step for the Corps that will bestow considerable honour upon those promoted to it.

He expects those who carry the rank to do so with pride and to act as national ambassadors for the Corps.

Capt Fry has now returned to the MOD and is replaced by Capt Mark Windsor, who has just completed a tour of duty as chief public affairs officer for

the International Security Assistance Force in Kabul, Afghanistan.

Capt Windsor said: "I am absolutely delighted to be taking over as Captain of the Sea Cadets."

"I cannot wait to get into the job and to meet as many of the team across the country as possible during my first weeks in post."

"The appointment is considered to be a very important appointment by the Royal Navy and it is my great privilege to be joining such a professional and well-respected organisation."



● Welcome: Capt Mark Windsor

Southwark pair get 'cap tallies that never were'

TWO cadets from Southwark unit were proud to receive two examples of 'the cap tally that never was.'

OCs Benjamin Wood and Alexander Davenport were given the cap ribbons at the final reunion for sailors from the lease-lend escort carrier HMS Speaker.

Speaker was built at Seattle-Tacoma in America, and was commissioned by the RN within months of her launch (as the USS Delgada) in February 1943.

Her wartime duties mainly involved acting as a convoy and fleet escort with the British Pacific Fleet, including escort duties for the Fleet Train in 1945.

Speaker was one of the Allied ships in Tokyo Bay on September 2 1945 at the ceremonies which marked the surrender of Japan.

She was returned to the US Navy in 1946, and scrapped in the 1970s after a career as a commercial freighter.

Because she was a wartime ship, her ship's company wore cap tallies bearing the letters HMS and no more; it is understood that in accordance with that convention no HMS Speaker ribbons were ever produced for the ship.

Reunion day began with a service in St Margaret's Church – the parish church of the House of Commons, also known as the Speaker's Church.



● Trudy Kilcullen, Chief Operations Officer of the Jack Petchey Foundation, officially launches the training ship Jack Petchey at Mount Batten in Plymouth
Pictures: Penny Cross (Plymouth Herald)

Petchey is launched but Jack misses out

HE MIGHT not have been there at Plymouth as his namesake boat was launched amidst unseasonal squalls.

But entrepreneur and philanthropist Jack Petchey left those gathered on the rainswept jetty in no doubt as to how he felt about this project.

The 84-year-old Londoner's foundation has given away more than £60 million over the past decade to help youngsters reach their potential and to chase their dreams and aspirations.

The Marine Society & Sea Cadets were given £1 million of the £2.5 million or so required to build the boat, which will give some 16,000 cadets and 3,000 instructors the chance to train at sea over its projected 25-year life.

And the foundation's Chief Operations Officer, Trudy Kilcullen, stood in for the boss to launch the 24-metre vessel.

"It is a great honour to be able to represent Jack Petchey at this important and significant event," said Ms Kilcullen.

"I shall be giving him a full briefing, because he is truly interested in this project and the opportunity it will give to so many young people."

Ms Kilcullen concluded her speech by passing on a message from Mr Petchey.

"I am so disappointed that I cannot be with you today for the launch of the TS Jack Petchey."

"I joined the Royal Navy at HMS Collingwood in 1943 – it was the best thing that ever



● TS Jack Petchey is nudged into her berth at the Bridgend Boat Company yard at Mount Batten – a former RAF base

happened to me in life! It was like going to university.

"I left school at 13 – but I did not have the qualifications nor experiences for university."

"I received very little education at school – possibly my own fault because I had no interest, and possibly no encouragement."

"The Royal Navy was the best learning curve I have had."

"I was always smart and tidy. The Navy taught me algebra, geometry, electrical and mechanical engineering – and gave me a very happy experience."

"It is now my pleasure to support a training ship so that

other young people can enjoy the experiences I had."

"I'm so pleased to have this opportunity, by building the training ship, to give something back to the Royal Navy... and their Naval Cadets."

"To all you young people who plan to join the Royal Navy – and those of you who have already joined – it's the best decision you have made in life!"

Jack Petchey made much of his money through car sales, property and by creating holiday resorts.

Others who spoke at the ceremony included Robert Woods, a Trustee of the MS-SC and

director of the fundraising appeal for the vessel, Corps Chaplain (SCC) Jonathan Cruickshank RNR and MS-SC Chairman Vice Admiral Sir Tom Blackburn.

The new ship, an uprated version of the TS John Jerwood, was completed ahead of schedule, and can accommodate 16 cadets.

It will allow the MS-SC to pursue a policy of getting as many youngsters as possible to sea.

Her builder, the Bridgend Boat Company, is currently putting her through sea trials, and she will be formally accepted next spring at her new operating base, HMS President in London.



● FOUR high-flying cadets from Walton-on-the-Naze branch were amongst a select group chosen to attend a summer camp at Britannia Royal Naval College. LCs George Slade, Julianne Versey and Ben Chandler, and AC May Andrews (pictured above) were joined by cadets from across the country at Dartmouth, the RN's prestigious officer training establishment. The week-long course is designed to teach cadets self-reliance through the acquisition of naval skills in a naval environment with the introduction of leadership training and team-building exercises. Other activities included early-morning PT, bridge and navigational work on fast training boats, and diving.

Parkstone seeks to celebrate 70th

PARKSTONE unit celebrates its 70th anniversary this month.

Originally based at Blue Lagoon, the unit has been on its present site for just over 50 years.

The unit is holding a reunion for all former cadets and members of staff on Saturday September 19, throwing open its doors between 1400 and 1630 to allow old hands to chat to current cadets and staff over a cup of tea and some cake.

An evening reunion and buffet will be by invitation only.

If anyone has any memories, memorabilia, pictures and the like which they would like to share or see put on display, or if you would like an invitation for the evening function, please contact Sarah Burton, Admin Officer, Parkstone Sea Cadets, Ringwood Road, Parkstone, Poole BH141 0RT, telephone 01202 745397, email parkstonescc@btconnect.com

Cadets equal to monster river challenge

A TEAM of cadets from the Northampton and Wellingborough unit raised £100 for the Northamptonshire Air Ambulance and RiverCare River Nene by taking part in the Rotary Club Dragon Boat race.

Despite racing against adult crews the cadets managed to achieve 17th place out of 36, and their time of 66s was just two seconds slower than the winners.

CO Lt (SCC) Chris Read RNR said: "Local community events underpin the aim of the Sea Cadets to help its young people to responsible adulthood and the cadets always enjoy participating in the Dragon Boat race."

Clearing up in advance of the



● The cadets in their dragon boat on the River Nene

event resulted in more than 20 bin bags of rubbish being removed.

The satellite unit TS Diamond has been given a ship's binnacle

by the Fishermen's Mission at Lowestoft, which will be used for unit navigational training (and to practise polishing brasswork...)

Meanwhile the unit's Junior Girls team is through to the National Regatta in London, as is the powerboat handling team.

George set to join up

A WEST Country cadet has just completed a humanitarian trip to Africa and is now looking forward to joining the Royal Navy.

George Davis (17), of Weston-super-Mare unit, appealed for sponsorship, but only one person responded – his CO, Lt Cdr (SCC) Paul Main RNR, who provided £50 from his own pocket.

George saved the rest, with help from family, and spent a busy fortnight in Kenya, where he was struck by the politeness of the people and the cheerfulness (and passion for football) of the children.

"Throughout the two weeks we were there, we managed to paint a nursery school, set up many pen-pal links between schools, put a new roof on the development centre we are building, supplied equipment to the nurseries, planted lots of fruit trees and much, much more," he said.

Four days after his return George was on his way to HMS Collingwood for an RN Acquaintance Course, which he said gave him a good idea as to what he can expect when he joins up next month.

Although George said he will be working on his fitness, many challenges he faces over the coming years will be familiar to him from seven years in the Corps.

St Albans visit their frigate

A GROUP of cadets and staff from St Albans unit were the guests of HMS St Albans at Portsmouth.

The frigate is the unit's affiliated ship, and the 22-strong party had an opportunity to see life on board.

The cadets, aged 10 to 16, met the Commanding Officer, Cdr Adrian Pierce, and members of the crew, and had a chance to explore the type 23 frigate and watched a fire fighting demonstration.

HMS St Albans recently returned from deployment in the Mediterranean and Baltic and is now in maintenance.

The invitation to visit came from liaison officer Lt Beth Griffin, and it is hoped to make the visits a regular feature.

Buxton shine at regatta

BUXTON cadets again excelled at the North West Area sailing regatta, when the best from 60 units battled it out for the medals.

A team of eight travelled to Hollingworth Lake, near Rochdale, and after a series of four races came away with the Pico trophy.

They cleared the board in the Junior Topper event by claiming first, second and third, while in the Bosun class they took second and third places.

The Buxton team was Rada Ibisheva (first in the Pico), Matthew Naden, Jordan Bojitchkov and Jamie Fisher (first, second and third in Toppers) and Naomi Hargreaves/Ben Fuller and Bryony Essex/Hannah Naden (second and third in the Bosun class).

Closer to home cadets helped to build a Viking ship for the Buxton Carnival procession, which the unit regards as its best float yet.



● Leading Junior Cadet Joshua McDermott is presented with the Commodore's Pennant by Area Officer Lt Col John Davies RM at the Rhyll unit Royal Navy Parade – the first junior to achieve this award at the unit



SEA CADETS

Course C64 (Abs



● An RAF Nimrod takes part in Exercise Safe Return. Below: smiling faces as a group of cadets disembark from a Royal Navy Lynx of 815 NAS

A NIMROD scours the coast for enemy agents who have already brought down one of your aircraft.

Maritime units and planes are searching the sea while a specially-trained group of your forces are racing to reach the downed aircrew before the enemy can get to them.

Civil forces and military have combined to deal with the crisis.

And at the heart of it, co-ordinating operations from a rescue centre, are a bunch of cadets.

It's one of the highlights of the all-action Sea Cadets Corps course C64, based at the Inskip Training Centre in Lancashire, which gives youngsters a taste of the military.

And, as the organiser says, anyone who doesn't sign up for this course is mad.

"It's absolutely magic," said Tony Smith, who has seen his C64 (Adventure/Military Training) course blossom from modest beginnings to the wide-ranging spectacle it is today.

Tony has been involved in C64 for 15 years, starting it when he ran

an air cadet squadron and wanted somewhere to take his youngsters.

When he reached the age limit for the ATC, he moved across to the Sea Cadet Corps and continued to build up the course, to the extent that this year it went purple – four Army Cadet Force youngsters from Northern Ireland took part alongside 16 Air Training Corps cadets.

"I think doing all three Services is wonderful – the cadets mix wonderfully well," said Tony.

"We have had Air Cadets and Army Cadets doing Colours aided by Sea Cadets – it justifies assets from all three Services assisting."

More than 50 cadets signed up for the 2009 variant, at a cost of £120 per head, with the bulk coming from the Sea Cadet Corps (representing 13 units – Boston, Stroud, Portsmouth, Poole, Tamworth and Lichfield, Cowes, Grangemouth, Lowestoft, South Liverpool, Leicester, Gloucester, Fleetwood and Sefton).

All cadets had already completed Module 1 in May, a preparation weekend and a chance to raise



● The course was not always blessed with good weather...



● Sunset at Inskip after another busy day. Left: Course organiser Lt (SCC) Tony Smith RNR

Tony's

COURSE C64 takes a lot of organising – and a lot of staffing.

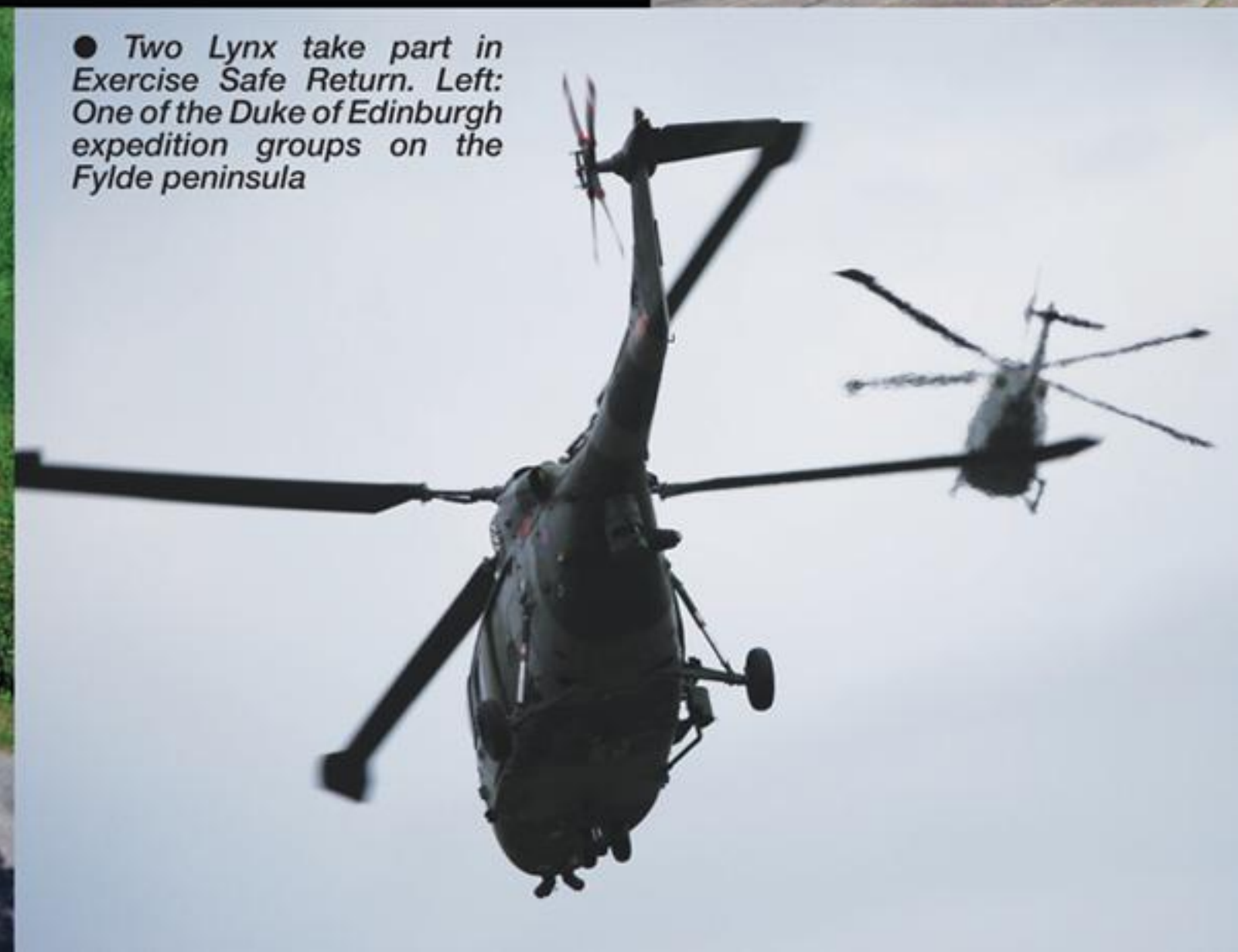
Helping Lt (SCC) Tony Smith RNR were almost 30 people, a handful of regulars, who gave up their time to make sure everything ran smoothly and safely.

Each of the seven cadet groups had a leader – PO Reedman SCC, Sgt Boyle ACF, PO Woods SCC, CI F Kirkham ATC, CI C Kirkham ATC, CPO Daniel SCC and PO White SCC – while WO Henry ATC was Range and Course Warrant Officer.

There were four members of the Marine Cadets Training team – C/



● Two Lynx take part in Exercise Safe Return. Left: One of the Duke of Edinburgh expedition groups on the Fylde peninsula



absolute Magic)

money to donate to the groups which help on the course (this course raised £1,100).

Module 2 is the real deal.

Split into seven groups, the youngsters are shuttled around Lancashire and beyond to challenge and enthuse them, while various military and civilian assets are drafted in to ensure the complex logistical plan is carried out.

Four of the groups involved youngsters tackling the Duke of Edinburgh Bronze Award, so their week included a two-day expedition between Inskip and Glasson, with all camping overnight at Eagland Hill and either being flown to their starting point or being flown back to base at the end.

One cadet used her participation on the course as an element of her Gold Award.

Not all the cadets get to do everything, but between them they get the chance to do air navigation, military flying, weapons training, offshore sea survival, initiative exercises, archery, RIB training, first aid and leadership training.

And the beauty of the whole thing is that there is plenty to be gained by everyone in terms of training and exercising.

Take the air assets this year.

HMS Endurance's Lynx, was 'borrowed' by the 815 NAS flight which is to join HMS Portland on her forthcoming deployment.

Flight Commander Lt Dave White said: "We are working up to go away next year in HMS Portland."

"We are a regenerating flight at the moment, so we are getting the team back together."

"I think this is brilliant – it's an investment in the future. It gets the kids interested."

"You have got to take the rough with the smooth in the military, but you have got to see the fun stuff as well – there have been a lot of smiling faces in the back of the cab."

"We are due for APT South next year – we are looking forward to Triple Winter 2010, though perhaps we will get to South Africa for the World Cup..."

S/Lt Rob Kenchington, who with PO Steven Wilson completed the Lynx team, said: "This has been good – we have been doing something we do very rarely in a Lynx."

"This is typically more an Army thing, but we like to get involved. It is the grey Lynx fleet doing a green Lynx job, and it's something we like to practise."

The Army also provided Lynx, while a Nimrod and Tutors showed up from the RAF – an indication of Tony Smith's thinking.

"I am really mad about aeroplanes, I love them, and if you can get aircraft and ships then that is even better for the youngsters," he said.

"As we are air-minded we try to fly the cadets when we can."

Some days saw over 20 helicopter flights planned (and cancelled flights, through engineering or weather considerations, simply allow course staff to test themselves in terms of contingency plans).

That meant volunteers such as Lt John Wyper, who acted as a kind of flight deck officer (on a football pitch in the village of Catforth) have a pretty busy time.

Lt Wyper works for Naval recruiting in Manchester, but for a few days ensures the right people get into helicopters in the right order at the right time.

"It is a great event, and it's very well organised," said Lt Wyper.

"And it is good training for RN helicopter pilots – here they are finding fields in which to land, spotting groups in the countryside, doing winching and so on."

Similarly the Nimrod crew of 201 Squadron RAF gained valuable practice at searching the busy coastal waters off Blackpool and Fleetwood – the wind farm causes particular problems in terms of radar clutter – while the RNLI sharpened their skills at winching between helicopter and lifeboat.

The week-long course is full throttle from start to finish, and Tony is delighted with the content – "Anyone who doesn't come on

this course is mad," he observed.

One of the highlights of the course is Exercise Safe Return – the crashed plane and marauding enemy units scenario.

There is a major briefing on Wednesday night to get the adrenaline going, then the cadets are given the chance to prove themselves in a day-long, fast moving wargame at sea, on land and in the air.

Air searches are called up through the Coastguard and the Air Rescue Co-ordination Centre at Kinloss, who divert the Nimrod, while RIBs and a lifeboat are tasked at sea.

A Hawk from 19 Squadron RAF attacks the enemy boats, and as the scenario rolls on there are 'casualties' to be treated and land searches to be organised.

A final buzz is delivered in the shape of an endex flypast by the Nimrod and Hawk, so that the cadets can see what they have been dealing with.

Another highlight is 'Titanic Night' at Fleetwood Nautical Campus of Blackpool and The Fylde College, where cadets are taught survival techniques such as righting a life raft and climbing in and helicopter winching.

In a darkened building, in a churning pool, with hoses playing and alarms sounding, the youngsters leap three metres from a platform representing the side of a ship, form a huddle, then swim to a life raft and climb in – tiring, daunting but great fun.

Joe Bottomley, the college's Head of Offshore Operations, said that some offshore workers who come through would rather be elsewhere, so the cadets make a refreshing change.

"You see kids coming out with such a big smile on their faces – they really enjoy it, and it really is a worthwhile exercise," he said.

"It works both ways – our facilities are seen by up to 50 young people who may want to go to sea; if we get two of them to join the Merchant Navy it will have been worth it."

"And if you could bottle Tony Smith's enthusiasm you would make a fortune."

Joe has a particular interest in Inskip – his mother, Margaret Bottomley (née Terretta), served as a Wren at the base – then known as HMS Nightjar – during World War 2, and still lives in the area.

With the course over it is time to draw breath.

POC Sean Kearns (15) from Liverpool (Sefton) Unit said: "When I read the description it looked just brilliant. You fly in a helicopter, camp out – the whole thing looked good."

"I thought 'I have got to do that.' I would recommend it to others."

AC Paul Beard (Boston unit), said: "It is the best course in the Sea Cadets."

"I have not been on any other courses with the Army and RAF cadets, and we all got on fine."

Then, after a final inspection of rooms by S/Lt Maria Mitchison, officer manager at Inskip, the cadets head home in a flurry of hugs and minibus horns.

And Inskip is prepared for the next visitors – around the country some very excited junior Sea Cadets are already packing.

Pictures: Sqn Ldr Eddie Challoner RAFVR(T)



● A Sea Cadet tried her hand at abseiling during the course

● Lynx carry out air operations during Course C64

Picture: AC Rachel Upsall (Boston unit)



● Initiative exercises at Inskip



team helps out

Sgt Edwards and Sgts Cann, Taylor and Munday (all SCC) – and six of the Flight Ops team – WO2 Riley ACF, SACs Johnson and Brandford (both RAF), Lt Wyper RN, Mr Glass and Flt Lt Bone RAFVR(T).

Flt Lt Lea and Fg Off Hicken (both RAF) shared the role of Deputy Exercise Commander, while Sqn Ldr Challoner RAFVR(T) handled publicity.

Lt (SCC) Baxter RMR was the abseiling instructor, Flt Lt Howard RAFVR(T) was air navigation exercise instructor and CPO Morton SCC was first aid instructor.

CPO Clayborough RN was PLT

instructor, PO Spencer SCC was responsible for archery instruction, the Rev Cooke was course chaplain and, last but not least, Duke of Edinburgh instructor was PO Parsons SCC.

Other groups and organisations who helped in various elements of the course included Preston Sea cadet unit, B (Somme) Coy 4 Bn Duke of Lancaster's Rgt, Fleetwood Nautical Campus of Blackpool and Fylde College, St John Ambulance Brigade, Liverpool, Fleetwood, Lytham St Anne's and Knott End Coastguards, Fleetwood RNLI and Fleetwood Fire Station.



● Cadets listen to instructions before their Duke of Edinburgh expedition. Above: Course C64 of 2009 lines up for the camera

● Lynx helicopters load up at the busy (temporary) military airfield at Catforth Bay Football Club



The last word

Casualties of war(ships)

OF THE already lengthy list of essential reference works charting the long, proud history of the Royal Navy, now add the first volumes of a monumental work listing casualties from 1914 to the present day.

Don Kindell's *Royal Naval Roll of Honour* (Naval-History.net, downloadable PDF from £13.50, paperback from £26.49) intends to list, for the first time, every sailor or Royal Marine who died while in the Senior Service – in action, in accidents, as a result of illness.

The author is a former US Navy sailor and police officer with a passion for the RN over four decades.

He's researched the details of 120,000 individuals whose records have been scattered around the archives – Kew, Whitehall, Commonwealth War Graves Commission, and the Naval Historical Branch among others.

The latter in particular has been heavily involved in what its head, Capt Christopher Page, calls an "astonishing corpus of work".

And how right he is. *Royal Naval Roll of Honour* isn't a book you read as such, but it is one serious naval, social and family historians will no doubt turn to time and again.

The first two volumes (of a projected six to eight) deal with casualties of WW1 (by name) and the Inter-War period (by name, by ship and by date).

We've only caught sight of the 'Between the Wars' volume, but it gives an excellent idea of the quality of the research and the incredible usefulness of Mr Kindell's labour of love.

Indeed, it's a solemn reminder of the price of Admiralty, even in peacetime.

On November 12 1918 – the day after the guns fell silent – more than two dozen sailors died, almost all of them victims of the 'Spanish flu' decimating the peoples of the world.

In fact, there was barely a day between the Armistice in the autumn of 1918 and September 3 1939 when hostilities resumed, that a sailor or Royal Marine did not die (as motor car usage increased in the 30s, road accidents began to take their toll – a recurring cause of deaths in the military to this day, sadly).

As well as being cheaper, we'd recommend the downloadable PDF version simply because it's fully searchable and therefore much quicker to use.

■ Available from naval-history.net

Sea pot pourri

BEN Warlow's *Yesterday's Navy*, (Maritime Books, £20 ISBN 978-1-904459-37-8) is an eclectic run through mainly WW2 warships flying the White Ensign.

The book is a pot pourri based on some of the 60 or so brief 'biographies' composed by the author for the journal *Warship World*.

Two thirds of those histories have found their way into this volume, providing a very neat little potted history of some of the famous names from RN annals – Rodney, Repulse, Renown, Nelson, Warspite – and ones overshadowed by the castles of steel: destroyers HMS Encounter, and Tartar, or minelayer HMS Manxman.

As with all Maritime Books' output this is authoritative and beautifully produced.

FEW other subjects in modern naval history have been more clouded by conspiracy theory than the disappearance of the Australian cruiser Sydney with all hands in November 1941.

It seemed unbelievable that a warship, already made an Australian national icon by its activities in the Mediterranean – including sinking the Italian cruiser Bartolomeo Colleoni – could have been sunk by the German armed merchant raider Kormoran, writes Prof Eric Grove of the University of Salford.

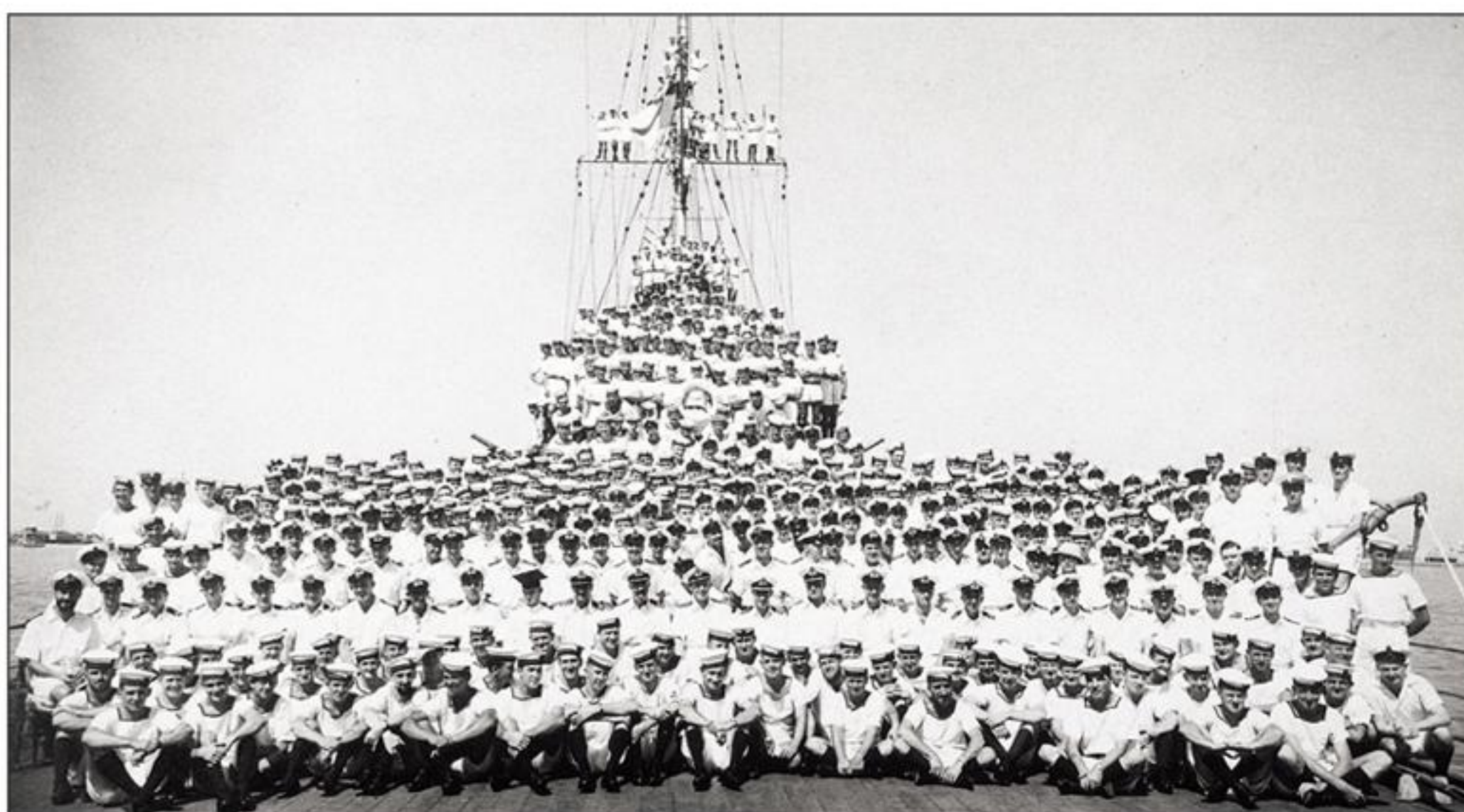
The latter must have been assisted by something else, a hostile submarine being the favourite.

Now, however, the record can be conclusively put straight, thanks in part to the work of David Mearns who found the wreck in 2008 and Capt Peter Hore, former Royal Navy Head of Defence Studies, who almost a decade before had been hired by the Australian Government to make thorough search in British archives for documents relating to the loss of HMAS Sydney.

Capt Hore's work did much to inform the successful search. He is now a recognised authority on the affair, having been recently appointed as an expert witness to the Australian Government's Commission of Enquiry into the loss of the cruiser. His recently-published *Sydney, Cipher and Search: Solving the Last Great Naval Mystery of the Second World War* (Seafarer Books, £9.95 ISBN 978-1-906266-08-0) is his second book on the subject.

Sydney was indeed sunk (unaided) by Kormoran, a converted merchant ship but nonetheless formidably armed. Sydney allowed herself to sail too close to the disguised German and was both swept by heavy gunfire and torpedoed. Kormoran was so seriously damaged by the return fire that she also sank, but unlike Sydney, there were German survivors. Their testimony was however discounted by the conspiracy theorists who accused them of trying to cover up a war crime, the massacre of the cruiser's survivors.

Capt Hore has painstakingly consulted the German accounts of the action, to the extent of personally decoding the report that Kormoran's commanding officer, Theodore Detmers, created in his prisoner of war camp by marking up a German-English dictionary. The fact that much of this German evidence was in code is itself a key argument that Detmers and the other prisoners were telling the truth.



● The ship's company of the ill-fated HMAS Sydney

Picture: Australian War Memorial

The Grove Reviews

The author provides the reader with a brilliant, gripping and absorbing narrative of how he quite literally decoded his evidence and fitted it together with other sources to provide as close to a definitive account of the affair as is possible.

Nevertheless this is no dry factual account. As Prof Rodger remarks in his encomium on the cover, the book "reads like a thriller". It is genuinely a "page-turner" and is very hard to put down.

Together with David Mearns' forthcoming book on the underwater search it should be the final word on the subject.

As my old friend Australian Rear Admiral James Goldrick has written in support of it, Capt Hore's account should "lay to rest much of the controversy". The case really is closed. I cannot recommend it more highly.

The same goes for the latest offering from Prof Geoffrey Till, who will be well known to many readers as a former lecturer at the Royal Naval Colleges, Professor of History at Greenwich and then Dean of Academic Studies at the Joint Services Command and Staff College (JSCSC).

He is currently Professor of Maritime Studies in Kings College London's Defence Studies Department at JSCSC and director of its Corbett Centre for Maritime Policy.

He has published numerous significant works on modern naval history and maritime strategy of which perhaps the most important

is *Seapower: A Guide for the Twenty First Century* (Routledge, £25.99 ISBN 978-0-415-48089), now reissued in a new second edition.

This is simply the most comprehensive and impressive contemporary analysis of sea power and maritime strategy currently available. Prof Till puts sea power into the dual setting of foreign and economic policy, sets out the four "attributes" of the sea – resources, transportation, information and dominion – and shows how via both maritime cooperation and conflict they create naval roles.

Till develops the classical ideas of Alfred Thayer Mahan into a "virtuous maritime circle" of maritime trade, maritime resources, naval strength and maritime supremacy.

He examines critically the ideas and impact of both Mahan and Sir Julian Corbett and provides a new analysis of the constituents of sea power: population, society and government, maritime people, maritime geography, resources, and a maritime economy.

Usefully, he puts these into the context of the modern globalised economy, whose dynamics challenge traditional thinking. In this second edition he adds a section that explores the notion that navies in a globalised world are developing a set of new "post-modern" roles alongside their more traditional ones and reviews the impact this is having, particularly on the navies of the Asia-Pacific.

After an up-to-date examination of navies and technology, the author moves on to the analysis of "command of the sea", a term he does not abandon, despite its replacement in much modern doctrine by "sea control". He correctly points out that

"command of the sea" has always been a limited and "pragmatic" term than is often assumed.

He examines how command of the sea is secured and how it is exploited.

The author follows this with chapters on expeditionary operations, naval diplomacy, good order at sea and "future sea power".

He concludes that "some of the traditional functions of maritime strategy may need modification in line, for example, with shifts in attitudes to the sea."

Till points out that, unlike in Corbett's day, the sea is now more like the land in several important respects. It can now be subject to national sovereignty and management and it is also possible to live for long periods on ocean platforms. Man can thus inhabit the ocean.

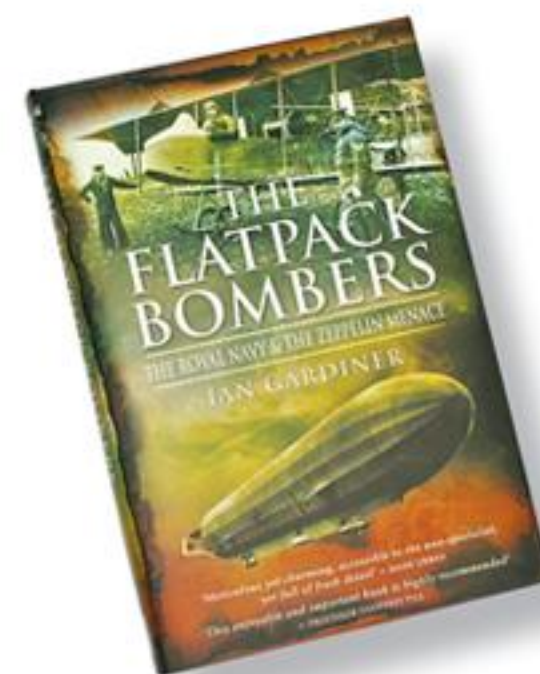
Nevertheless, Prof Till argues that traditional maritime strategy still matters.

Despite "the trend towards cooperative maritime endeavour and widening interpretations of what is covered by the concept of maritime security... many navies will still need to be primarily interested in developing their independent battle winning capability."

One of those nations is the United Kingdom. Anyone with any interest in navies should get a copy of this vital book and read it. It is already a classic of its kind. It is published in paperback by Routledge at the very reasonable price of £25.99.

Prof Till has recently been made an honorary captain in the Royal Naval Reserve, an honour richly deserved.

As this book clearly shows, no-one has contributed more to the intellectual development of the Royal Navy.



How the Navy gave birth to the bomber

IN THE opening months of the Great War, many things vexed the Admiralty.

The U-boat menace. The mines menace. The Zeppelin menace.

It didn't know entirely how to deal with any of them: it largely abandoned the North Sea for the sanctuary of Scapa Flow and northern Ireland in the face of the U-boat especially.

But with the Zeppelin, Whitehall took the fight to the enemy.

Unable to destroy the German airships while airborne, the fledgling Royal Naval Air Service sought to destroy them on the ground.

It is these efforts which are the focus of former Royal Marine Ian Gardiner's *The Flatpack Bombers: The Royal Navy and the Zeppelin Menace* (Pen & Sword, £19.99 ISBN 978-1-84884-071-3); the title comes from the fact that the aircraft were frequently shipped in boxes and assembled at airfields.

Gardiner focuses on three landmark episodes involving naval aviators in 1914: strikes at German airship sheds in Düsseldorf, Cuxhaven and Friedrichshafen.

The attacks on the hangars at Düsseldorf in September and October 1914 have been called the first strategic bombing raids.

The title more accurately applies to the Royal Naval Air Service's lunge at the birthplace of the Zeppelin, the factory producing them at Friedrichshafen.

The bombers, four Avro 504s, were shipped in crates (marked in Cyrillic to fool any German agents) to Belfort in south-east France.

From there it was a 250-mile round trip over southern Germany to the Zeppelin works.

On November 21 1914, the bombers left, skirting the Black Forest, then following the waters of Lake Constance, possibly – and illegally – flying over neutral Switzerland at times, before striking at the factory amid a hail of anti-aircraft fire (long before it earned the nickname flak).

Agents' reports and Allied newspaper accounts suggested that the 11 bombs dropped that day had wrecked one Zeppelin, blown up a hydrogen works and provoked tremendous panic in the small lake-side town. Only the latter was true.

As with most things in the early days of the Great War, the raids launched by naval aviators were a harbinger of things to come rather than 'things now'. (The only truly tangible success was the destruction of LZ25 in its shed at Düsseldorf.)

"One can well imagine," wrote Sqd Cdr Cecil Malone after the raid on Cuxhaven, "what might have been done had our seaplanes carried torpedoes."

Within a year, naval aircraft would carry torpedoes into battle and within a generation they would cripple an entire fleet.

This is an excellent book, thoroughly researched (the author has taken the time to delve into German as well as British records) and captures the spirit of the age perfectly, without falling for contemporary propaganda canards.

Most of the efforts of these first aces were in vain, but they blazed a trail for all offensive action in the skies over land and sea. Quite a legacy.

End of the Intrepid era

A CENTURY ago, bosses at Harland and Wolff told their official photographer to record the birth of the Titanic, cataloguing every milestone in the creation of the world's greatest liner.

One hundred years later, George Heron has done the same in reverse. Not with Titanic (obviously – Ed), but with his former ship HMS Intrepid.

George, aka the Grumpy Old Matelot, spent nine years on the assault ship as a radio operator. She was his first ship, "the place where I grew up and learned about life".

And as such she holds a very dear place in his heart, as evidenced in *HMS Intrepid: Her Final Journey* (privately published, £20), a photographic record of the ship's break-up.

George and comrades in the Intrepid Association had tried to persuade the powers that be to save the ship as a museum piece – a final shot at the limelight in a career often eclipsed by her sister Fearless.

The plea fell on deaf ears, but undeterred he set about recording the final months of a ship which served the nation for more than 30 years.

The Falklands veteran was towed to Merseyside last autumn, where, in the words of Whitehall, "graceful recycled retirement" awaited

her (of which only one word was accurate, and it wasn't 'graceful' or 'retirement'...).

Instead, George watched as "Intrepid slowly began to disappear while an increasing mound of debris began to build up in the dock bottom".

His camera captured the diggers chopping away at the ship's innards, steel cutters slicing up compartments, until the ship was no longer recognisable.

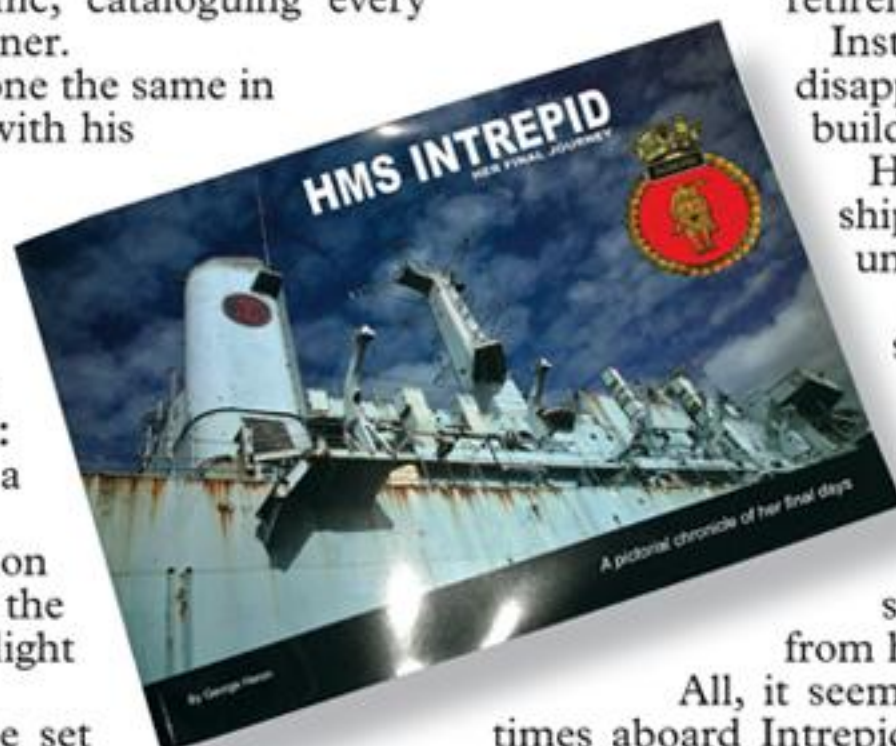
So this should be a sad book. The end of great ship and all that.

And to some degree it is.

But interspersed with images of the dying Intrepid are photographs of the living Intrepid, the ship's company in war and peace, enjoying mess deck life, SODS operas, at sea with her sister Fearless, plus a fair smattering of memories from her sailors.

All, it seemed, loved their time aboard. "I had many happy times aboard Intrepid," says Std Andy Goodman. "Each time I think back to those days a smile creeps over my face and I chuckle to myself."

■ Available from www.georgeheron.net or G Heron, 19 Elm Terrace, Tantobie, County Durham.



Fjord focus

LONG before dawn on Tuesday April 9 1940, Halvdan Koht sat in the library of the gleaming Victoria Terrasse complex of government buildings.

It had been a sleepless night for the Norwegian Foreign Minister. Phone calls, telegrams, air raid sirens, conferences, all had kept the 66-year-old politician awake.

Now under candlelight thanks to a blackout, Koht listened to the "uncommonly cold" voice of the Carl Bräuer demanding his nation bend to the will of Berlin.

The Norwegian wasn't always the best judge of character (he nominated Stalin for the Nobel Peace Prize in 1945; thankfully, the committee chose otherwise).

But this morning Halvdan Koht captured the mood of his people perfectly. He quoted Hitler's own words to the German minister. "A people who submissively give in to a violator does not deserve to live."

"Then nothing can save you," Bräuer rasped. "This means war."

"The war has already started," Koht icily responded.

It had. For as the two men talked, the cruiser *Blücher* was sinking barely a dozen miles to the south after being torpedoed by Norwegian coastal batteries in Oslofjord. It was the heaviest, but not the last, loss the German Navy suffered seizing the country.

In the English-speaking world, the invasion of Norway has rather been eclipsed by the fall of France (and evacuation of Dunkirk especially) and events in the skies that same summer.

This year two serious studies of the Norwegian campaign are appearing. The first to land on our desks is Geirr Haarr's *The German Invasion of Norway April 1940* (Seaforth, £30 ISBN 978-1-84832-032-1).

Haarr has done an outstanding job of coralling most of the published and unpublished sources (principally Norwegian, English and German; historians are particularly fortunate that the German naval archives, unlike their Army and Luftwaffe counterparts, are pretty much intact).

The result is the definitive account of the invasion of the neutral Scandinavian nation – to a point.

It is worth explaining what Haarr's book is not. It is *not* a complete account of the paratroop/airborne landings (although the operations around Fornebu airfield in Oslo are covered). It is *not* an account of the fighting on land, such as the battles around Åndalsnes or the protracted clashes with German mountain troops around Narvik.

Nor even is it an account of *all* the fighting at sea: there's no Allied withdrawal, nor Operation Juno, the sortie by the German battle-cruisers which did for HMS *Glorious*.

No, this is a very focused study, looking purely at the naval invasion – Operation *Weserübung* (Weser Exercise) – which effectively ended with the destruction of German destroyer forces at Narvik.

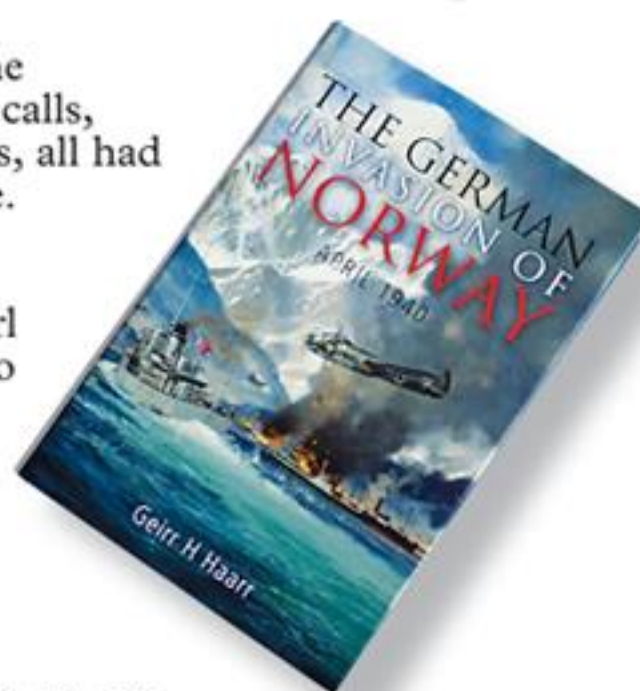
And to that end, Haarr's book is unlikely to be surpassed. It is the most comprehensive account of that first week of battle at sea. It is copiously and excellently illustrated; the publishers have on occasions messed up images, especially digital ones, but not here.

The author provides excellent accounts of all the significant clashes at sea – *Hipper* vs *Glowworm*, the two battles for Narvik, the sinking of the *Königsberg*, tapping many sources not seen in English in the process – as well as some of the forgotten episodes of the campaign. A chapter is devoted to the sacrifices made by British submariners (Spearfish crippled the heavy cruiser *Lützow*, Triton wiped out much of *Infanterie* Regiments 340 and 345 by sinking two steamers, Thistle was sunk by U4, Sterlet sunk by anti-submarine escorts after she'd fatally wounded the gunnery ship *Brunner*).

Weserübung remains a baffling operation. As the German Naval Staff conceded at the time, the invasion of Norway "broke all the rules in the book of sea warfare".

It was planned in six weeks, carried out in the face of a vastly superior naval force and was the first combined air-land-sea assault in history. It should have failed. It didn't largely because, argues the author, it was a plan so radical, so unorthodox "far beyond the comprehension of British and Norwegian military and civilian authorities" of the day.

● (Below) A matrose and a German soldier stand next to the memorial to the cruiser *Blücher*, sunk in the first hours of invasion



Picture: LA(Phot) Steve Johncock, FRPU West

A second chance to live

ONLY the dead have seen the end of war.

The words of Plato remain as apposite for warriors today as they did two and a half millennia ago.

The pages of *Navy News* over the past couple of years have been peppered with the obituaries of Royal Marines killed in the line of duty in Afghanistan.

Rarely, however, have we featured the other casualties of war: the wounded, those maimed by mines and improvised explosives.

Mark Ormrod is a rare exception. He has appeared in the pages of *Navy News*. And most national newspapers. And on the telly.

Not by choice, the Royal Marine found himself thrust into the spotlight – thanks in part to a visit to Headley Court by Princes William and Harry last spring, a visit which received considerable media coverage.

Since then he's attended a Bond film premiere, featured on the *X-Factor*, met pop stars, and raised a lot of money for charity.

The reason for his reluctant celebrity status? A Taliban bomb on Christmas Eve 2007 which deprived him of both legs and his right arm.

Much of his memoir *Man Down* (Transworld, £16.99 ISBN 978-0-593-06355-2) is devoted to that fateful day and the long road to recovery.

But it also offers a fairly rare insight into Bootneck life right at the very coalface.

So far, we've had a smattering of accounts of the Royal Marines' actions in Helmand, but none from the down-and-dirty end like this. And first-person books from the green beret ranks in Afghanistan are as rare as a snowflake in hell.

But aside from some visceral descriptions of combat, *Man Down* provides a good account of life as a trainee at CTCRM in Lympstone.

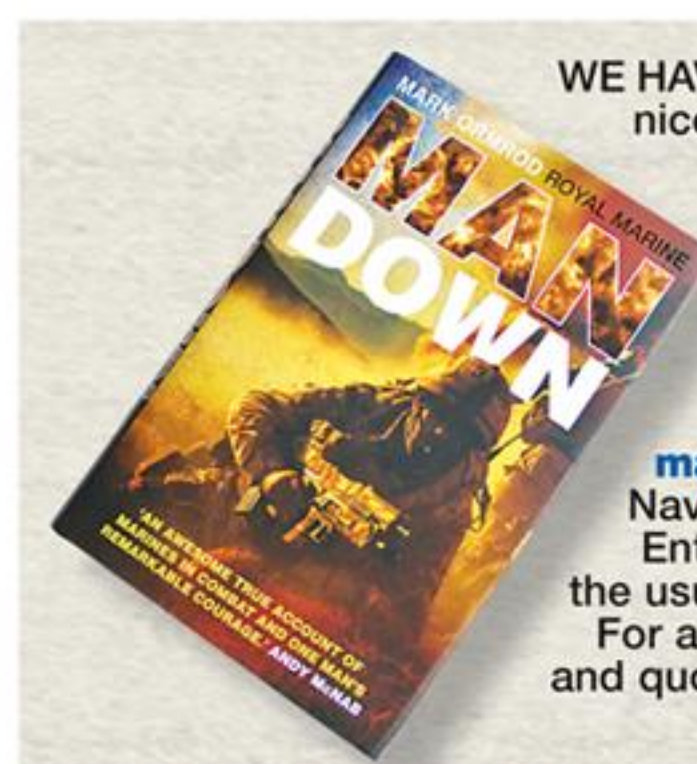
Mark Ormrod was studying for a career in business, until he watched an Arnold Schwarzenegger film. "Arnie gets to lead an elite squad through a jungle spunking the world's supply of ammo while being chased by an invisible alien. Could happen."

That prompted him to join the Army... until his dad persuaded him the Corps was the only force an Ormrod was going to serve in.

That was reinforced by the recruiter in Plymouth who showed him that life in the Royal Marines really was like a Schwarzenegger film. "It looked like one long adventure holiday."

Oddly enough, it wasn't...

Mark's memoirs are not a great literary work. There's a



WE HAVE ten copies of *Man Down* to give away to readers thanks to those nice folks at Transworld.

Or, if you don't think luck's on your side, you can buy the book at a discounted price of £14.99 (including postage and packaging).

To enter our competition, tell us the name of the film where Arnold Schwarzenegger leads "an elite squad through a jungle spunking the world's supply of ammo while being chased by an invisible alien" which inspired Mark to join up.

Send your answer, plus your contact details, by email to mandown@navynews.co.uk or in the post to *Man Down* Competition, Navy News, Leviathan Block, HMS Nelson, Portsmouth, PO1 3HH.

Entries must be received by mid-day on Monday October 12 2009 and the usual *Navy News* competition rules apply.

For a discounted copy of Mark's book, call Bookpost on 01624 677 237 and quote the code 'marine'.

lot of choice Anglo-Saxon (but not gratuitously). There's a lot of Bootneck speak (and a handy guide for non-Royals).

And above all there's a lot of honesty, not least some dark emotions as the Royal began to grasp the enormity of his injuries.

He concedes thoughts of suicide after his first attempts to climb on to a sofa – a simple act for the able-bodied but one which left the disabled Royal feeling "as if I'd just been 12 rounds with Mike Tyson".

Here was a man, one of just 16 on an initial course of 60 at Lympstone to earn the green beret, now "reduced to crawling across a floor on my arse inch-by-inch and having the fight of my life just to get on to a sofa".

What is clear is that spirited though Mark Ormrod is, his daughter Kezia and especially his fiancée (now wife) Becky were instrumental to his physical and, above all, mental rehabilitation.

So too were the experts at Headley Court who provided the Royal with his artificial limbs (the 'bionic legs' – officially C-Legs – are £20K apiece; you plug them into the mains overnight "to juice up the batteries") and helped him to walk again.

As did fellow amputees and other severely-injured Servicemen, not least squaddie Sam Cooper, left partially-paralysed and with impaired speech after being shot in the head by the Taliban.

In *Born on the Fourth of July* fashion, the pair would tear around the recreation room in their wheelchairs.

"I might only be able to say one word beginning with 'f' but I've got one more hand and two more feet than you," the soldier would taunt Ormrod.

"You'll never beat me sunshine."

Perhaps not, but he would walk again – as demonstrated to the world one day last spring when the men of 40 Commando received their campaign medals.

The moment was captured by a Royal Navy photographer. It's as defining an image of the conflict against the Taliban as the 'fix bayonets' photograph on the cover of *Man Down*.

It captures the tenacity not just of Ormrod but the entire corps.

What it doesn't capture is the applause rippling around Norton Manor or the fact that the then Second Sea Lord, Vice Admiral Sir Adrian Johns, called the young Royal "a legend".

And it doesn't tell you that Mark Ormrod spent the 40-minute ceremony doing his utmost not to fall over, or that he "felt like a fucking idiot" being praised as a legend by an admiral. "All these other hundreds of marines had managed to come home without stepping on an IED."

But the thinned ranks of 40 Commando that day reminded the green beret that he was one of the lucky ones; good friends, such as Cpl Damian Mulvihill, had been killed by Taliban bombs.

"We'd been given a second chance and had lives to live thanks to the courage, skill and hard work of so many people," says Mark.

"We certainly knew how lucky we were – especially when we

remembered the three men from 40 Commando who would never be coming home."

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YE OLDE SPORT

● 'Sport in the midst of war' – a sketch of the hockey teams from HMS Barfleur and Revenge playing at Canea (today Chania), Crete, in 1897

Pictures: RNHA, Royal Naval Museum



A PROUD CENTURY

TURKS TO TALEBAN

NO MOTHERS-IN-LAW

TOM Nicoll surges across the hockey pitch, channelling his youthful agility and natural talent into tackling a Naval Airman.

Seizing control of the ball, he cracks it to a fellow Royal Marine, then races after the action, urging his team on as he goes, writes *Ali Rayden*.

Not bad for a young man the Taleban nearly killed.

Tom's back was broken during an enemy attack in Helmand Province in January 2007 and he's lucky to be walking, let alone representing Royal at an Inter-Command tournament.

Navy sportsmen and women are obviously used to fitting their matches in around the job, which these days includes not only long deployments at sea, but tours to Iraq and Afghanistan.

To an extent, it's what they've always done, suspending games for the duration of the two World Wars, then springing back to life in peace time.

But it's a far cry from the organisation's beginnings a century ago, when a rule was passed forbidding mothers-in-law from entering the club house at Burnaby Road – HMS Temeraire – even if they were permanently residing with an association member.

And it's a world away from the lively discussion in the late-1940s over how long female players' skirts should be, which resulted in teams kneeling to check that their hemlines were less than four and a half inches above the knee.

Yet, for the true origins of Naval Hockey, you have to go right back to the reign of Queen Victoria and the industrial revolution.

When warships became powered by steam, sailors were no longer kept fit by a gruelling daily grind of working a sailing ship.

Deck hockey, using twisted rope as a puck, had always been popular.

But now ships would field teams against each other wherever they met around the world.

An etching survives of a match between HM Ships Revenge and Barfleur while both were involved in the blockade of Crete during the Greco-Turkish uprising of 1897.

Not only did the sailors play in the heat of the mid-day sun but they

used a pitch so close to fighting that the sound of rifle fire could be clearly heard.

While England's hockey association was formed in 1886, Navy and Army Hockey did not become affiliated until the 1908/09 season.

The first Inter-Services match took place in 1909 at Dulwich with the Army winning 7-2, though the Navy redeemed itself both in 1910, when they beat the Army 5-1 and, again, in 1920 when it gave the recently-formed RAF an introductory thrashing of 12-0.



THE FIRST CAP

"DEADLY TACKLE"

As enthusiasm for the game grew, so did the standard, with full-back Thomas Harbottle (pictured above) being the first association member to gain an England cap.

Hockey Field wrote of the tall sailor with a distinctive loud guffaw: "With his long reach, deadly tackle and smothering of a forward rush, the old Royal Navy Commander is not an easy back to circumvent as forwards know to their cost."

When not displaying grit on the field, Harbottle was a steely submariner involved with the notoriously-dangerous 'steam subs' during WW2.

And he was captain of one of them – K-14 – during the 'Battle of May Island', when more than 100 sailors died during a flurry of accidental collisions between British submarines and naval vessels in fog just outside the Firth of Forth.

Luckily Cdr Harbottle survived not only that tragic night but the rest of the war and went on to win his

England cap in 1920 at the age of 36 – even if an admiral later despairingly wrote of the fact that all this officer wanted to do was play hockey.

He's probably not the only one.



WRNS TO THE FORE

LEAN YEARS FOR MEN

Although not allowed to go to sea until 1990, the Navy Women's team began fighting for their Service on the hockey pitch in 1947.

One of their first star players was Chief Wren Peggy Peters (pictured above), whose identity card describes her as being 5ft 11½in – and carrying two possibly hockey-induced scars on her left shin and right arm.

A team stalwart during the late 40s and early 50s, she was among those featured in famous sporting cartoonist Tom Webster's appraisal of a match the Navy won against the Army.

This post-war period, however, proved a lean patch for the men.

It was not until 1972 that reporter Dickie Hollands gleefully reported in *The Daily Telegraph* that the Navy had surprised "themselves and most others" by beating the RAF in the first of the season's inter-services hockey championships.

Observing that it was only their 14th victory in 46 years and the last



time the Navy had won it was in 1946, he added: "Senior naval officers were seen to laugh and admirals unbend."

Eager for more excitement, both he and *The Times*' Sydney Friskin were on the touchline at Aldershot when the Navy beat the Army 1-0 to become the outright Inter-Services Champions for the first time in 44 years. Both cited the Navy's teamwork in their win.

A NEW MILLENNIUM

THE GOLDEN AGE

It was not until the dawning of the new millennium that the men's game really came into its own and, since 2004, they've practically swept the board at Inter-Service level.

And this all against a backdrop of punishing operational schedule: conflict in Iraq and Afghanistan, not to mention the RN's myriad other commitments worldwide.

"We take our hockey seriously but have to fit it around operational duties," says Cdr Heber Ackland, vice chairman of RN hockey.

"I've played all round the world with my ship and the Navy team in South America, Australia, the Baltic, even the Falklands.

"At this year's Inter-Services, there were players from all three services who had recently been at sea

or on duty in Afghanistan and Iraq or were soon to deploy.

"Hockey helps build fitness, teamwork and the will to win. And the camaraderie is second to none."

And it was against the backdrop of Portsmouth's HMS Temeraire – home to Naval Hockey since its inception – that the men's seniors marked the association's centenary in July with a game against the England A team (who won comprehensively...).

Then, later that evening, at the end of a reception in HMS Victory attended by the Second Sea Lord, RNHA Secretary Lt Cdr Alan Walker was invited to take the salute as The Band of Her Majesty's Royal Marines performed a Ceremonial Sunset ceremony.

And what of Tom, the 22-year-old who has shrugged off a broken back?

L/Cpl Nicoll remains in the Royal Marines, has re-trained as a physical training instructor, and was in that team facing England for the exhibition match.

"The people I know within the Navy hockey world were massively supportive during my recovery," he says, his lopsided grin briefly leaving his face.

"When I missed the Inter-Services tournament because of my injury, it made me determined to play the next year."

And he did.

● The 1953 Women's team whose exploits were famously depicted by Fleet Street cartoonist Tom Webster



Four association members have been Olympians – and more than 20 have played for their national teams, such as Capt Robin Martin RM who earned 46 senior and two junior caps for Wales.

The four Olympians are:

John Peake (England and GB, London 1948 Silver Medal)

Roger Midgley (England and GB, Helsinki 1952 Bronze Medal)

Bruce Trentham (GB, Mexico 1968)

Peter Ewles (Scotland and GB, Munich 1972).

RNRL ready for Babcock

THIS month sees the climax of the Forces' rugby league season as the nine Service teams clash on three dates to decide the 2009 winners of the Babcock Trophy.

The Army and the RAF begin the series on September 9 at Aldershot with the RNRL campaign opening on September 18 with a trip to RAF Cranwell.

Burnaby Road hosts the final round of matches on September 25 when the Army visit.

RNRL had a busy couple of months preparation for the Inter-Services with several very useful matches to give players and coaching staff much-needed games ahead of summer leave.

Of these, notable was the eighth staging of the State Of Origin match, this year returning to the original format of East vs West. For the first time, the team of raiders from the West Country, led by RN head coach Wayne Okell, took the spoils in a thrilling match in Portsmouth.

The game had everything, top-drawer skills from players, a lot of honest effort in very hot conditions as well as plenty of individual 'battles' among the forwards to keep the spectators entertained and ref Dave Moss very busy. Final score 30-20.

Both senior and academy teams took on a new outfit from London, Hammersmith Hills Hoists, predominantly made up of Aussie and Kiwi ex-pats who have delivered some impressive results against London Summer Conference sides.

The seniors recorded a fantastic 42-20 victory as the RN pack dominated throughout, supported by some impressive back play, especially from Anatusi Vuniwaqa who dealt with everything thrown at him at full back.

The academy side then hosted the Hoists in Gosport. Despite putting up a brave fight they were unable to hold off the full-strength Londoners.

The following week academy coach 'Henry' Cooper took his charges to his old club, Shaw Cross Sharks based in Dewsbury.

The game provided an excellent warm-up for the RN side as well as an early pre-season for the Sharks. A lot of new academy faces put on a great show and were in touch for most of the match until the last quarter, when the extended Sharks squad took the game away from the visitors, winning 38-12.

Heaven 17 at SW19

Continued from page 48

of talented players is one of the proudest moments of my life."

Captaining the winning team at the Inter-Services has capped a good year for PO Losh: he regained his singles title at the RN championships on the grass courts at Burnaby Road in late July.

The female entry was a little disappointing, but the male entry this year was far better with an excellent turnout from Faslane.

Competition was fierce but fair. Surg Lt Cdr Cooke took the ladies' title and in the ladies' doubles, Cooke teamed up with Surg Lt Herbert and proved too strong for Lt Cdr Rackham (the losing finalist in the singles) and her partner Lt Cdr Sophie Shaugnessy.

In the men's competition, Mid Mayell teamed up with veteran Capt Brand (RNLTA chairman) and made amends for his singles defeat by winning this title. Mayell also won the mixed doubles with the chairman's wife, Catherine.

The veterans competition saw Capt Brand beat Nick Williams (ex Capt RM) in a hard-hitting singles final and the doubles also went their way as they paired up to reinvigorate a partnership which had seen them win their first open doubles title together in 1982.

More details at www.navytennis.co.uk

Lord's, but not masters



● Lord's and leaping... The Army celebrate the fall of another RN wicket during the IS decider

Picture: PO(Phot) Amanda Reynolds, DPR(N)

VICTORIES by both the Army and Royal Navy over the RAF set up a battle royal at the spiritual home of cricket to bring the 2009 Inter-Services Festival to a thrilling climax.

Lord's looked immaculate bathed in warm sunshine but the rather muggy conditions persisted all day.

Having lost the toss and being invited to bat, the Navy were not allowed to settle into any rhythm and found themselves on the back foot throughout the day.

An outstanding opening spell from the Army's pace men Maj Alec Senneek (2-12) and L/Cpl David Wade pegged the RN back and this set the pattern with man of the match Craftsman Jonathan Boynton picking up four wickets as the Navy were restricted to 139 all out; the top scoring sailor was retiring skipper, Lt Cdr Paul Snelling, with 39.

The Royal Navy were unable to stem the tide when they took to the field and the Army's Sgt Stuart Houghton with a rapid-fire 24 set the pace of the soldiers' reply. Sgt Dan Webb maintained the charge with a polished 60 to win the match.

Despite the defeat, the RN's Lt Tim Birt was named as 'Player of the Competition' for his 93 against the RAF and a determined 36 against the Army, along with a first-rate display of wicket-keeping.

Meanwhile at Burnaby Road, Collingwood and BRNC Dartmouth played out an enthralling Navy Cup final.

In their half of the draw, Collingwood had beaten Sultan and Excellent, while BRNC had received a walkover from CTCRM and they got the better of Seahawk and Heron.

Cloudy, humid conditions were influencing factors for BRNC skipper Mid K Hewitt to invite Collingwood to bat, a decision that immediately paid dividends as RN player Lt Cdr A Ainsley lost his wicket in the second over.

Wickets tumbled steadily and only AB M Green made any significant contribution with 25 before he was caught and bowled by Hewitt, who was the pick of the BRNC bowlers with 4-14 from his eight overs. A total for Collingwood of 85 did not look enough to win the trophy.

In reply chasing a modest target, Dartmouth also lost a wicket in their second over to Green bowling tight, controlled off-spin.

Green proved to be too much of a handful for the college batsmen who could not cope with him, only Hewitt 26 and Parker 18 reaching double figures in BRNC's final total of 67 all out. In his eight-over spell Green took 6-12.

Collingwood as a result won the 2009 Navy Cricket Cup final by 18 runs and Green's most impressive bowling performance, coupled with his 25 in the first innings, rightly won him the man of the match title.

Capt John Fulford, Chairman RNCC, presented the cup and mementos to players and officials and the man of the match award. ■ Places are available on an ECB level 2 cricket coaching course at HMS Temeraire on October 19-21.

This is the initial coaching course and is open to all Servicemen and women with an interest in cricket. Details from the Secretary RNCC, Lt Cdr David Cooke, on 02392 723741/9380 23741 or rns04@fleetfost.mod.uk.

Rhea's poles ahead

THE RN's men's and women's track and field teams confronted strong opposition at the Inter Services athletics championships hosted by the Army at Tidworth, writes WO Paul Winton.

Aware that competition in the overall team events would be tough, there was quiet confidence that a number of high-performing RN individuals would achieve medal success in a wide range of events – as proved to be the case.

Displaying outstanding courage and commitment, NA(AH) Rhea Phillips competed in eight individual events and the 4x100m relay. Finishing third in the javelin, she was also the inaugural winner of the women's pole vault, clearing 3m.

Possessing a good background in multi events, with good scores in heptathlon, the pole vault is her best event – as demonstrated in a season where she won the Hampshire County title and, perhaps more impressively, won for the Combined Services against elite opposition from Loughborough University.

LS(MW) Andy Dawkins (HMS Shoreham) remains the highest-ranked RN athlete in UK event lists with his consistent shot putt performances close to 16m.

Adapting his training regime to meet demands of sea service, he won three Inter-Service medals as he finished second in the shot and third in both Hammer and Discus, achieving a personal best 40.67m in the latter.

Andy was unable to accept the invitation to compete at the earlier UK National/World Championship trials; he would have achieved a top-six finish in the shot based on his performances this summer.

Cpl Mike Wilsmore (40 Cdo)



● NA(AH) Rhea Phillips shows how it's done as she leaps to the Inter-Service women's title in the pole vault

has been a fast mover all season, realising enormous potential, rising up the UK rankings as he has glided to impressive times and race performances over 800m and 1,500m.

A majestic win over 1,500m at the Inter-Services was followed 30 minutes later by a second place in the 800m. He was narrowly beaten by the Army's Musa Audu, who won silver at the Sydney Olympics – later upgraded to Gold. No disgrace there Mike!

Mike was able to accept an invitation to compete at the UK National/World Championship trials where he narrowly missed a semi-final place by 0.05 secs. Possessing exceptional speed endurance, Mike will be hoping for sub-1m 50s/3m 50s mins times at 800/1,500m respectively in 2010.

CPOPT Neal Edwards (BRNC) has proved to be a perennial medallist at 400m hurdles.

Always saving his best



performance of the season for the Inter-Services, he gained silver in a tight photo finish over this distance in the opening track event, providing inspiration to other team members nursing pre race adrenalin fuelled apprehension. No-one is more competitive than Neal in the closing stages of a race, especially with any hint of a medal.

S/Lt Matt Haslett (Ark Royal) arrived on the scene this year with a strong pedigree in 'jumps'. Winning silver in the high jump he was very close to clearing a personal best of 2.00m, just missing the win on 'countback' as all three medallists cleared the same height.

Matt was 4cm short of third in triple jump and 37cm short of third in long jump. He warmed up for these jumps with the best second-string performance by a RN athlete over 400m hurdles for many years.

Lt Linda Lawrence (RNAS



Pictures: Land Command

Culdrose) overcame frustration at finishing fourth over her favourite 800m distance to gain bronze in the 1,500m as she doggedly hunted down the RAF runner in her heats, earning Army congratulations as this result enabled the latter to win the team event by a single point.

L/Lgs Rhian Hanson (Richmond) returned from deployment just in time to compete and made it worthwhile as she finished third in the discus.

Plenty of fourth places were achieved, including the following who were closest to medals: L/Reg Shelly Prescott (Drake) 100m; AB (CIS) Kenisha Asquith (Illustrious) 200m (second year running); ET(ME) Gerald Joseph (Illustrious) 7cm short in long jump; Musn Lucy Hurley (RMSM) 5,000m; and finally... AB (CIS) Mark Holvey (Vengeance) in the high jump – no other athlete has the depth of training regime and pressures to overcome in the pursuit of athletic achievement.

1,386 reasons to celebrate

NAVY and Royal Marine cyclists won the UK National 24-Hour Time Trial Championship with the best combined distance in nearly 18 years.

The team of CPO Sean Childs, WO1 Garry 'Scooby' Drew and C/Sgt Stuart 'Natty' Edwards, all based at HMS Raleigh, plus Lt Jason Sawyer, former sailor Bob Richards and ex-Royal Brian Kilgannon headed to Farndon in Cheshire – and promptly covered 1,386 miles (2,231km) in their 24 hours in the saddle.

Individually, CPO Childs took second place in the event, clocking up a total of 492.41 miles (792.5km) – setting a new Combined Service record in the process.

The senior rating maintained an average speed of 20mph (32kmh) but narrowly missed out on the individual top honour by just five miles (8km).

WO1 Drew covered 461.62 miles (743km), finishing in sixth place overall – despite suffering a problem with his knee 20 hours into the race.

C/Sgt Edwards was placed ninth, cycling 432.65 miles (696km).

"I am extremely proud of how we performed as a team and that we are now national team champions," said Sean.

"Personally I was slightly disappointed to come away with a silver medal and will be back next year to go one better and go beyond 500 miles."

Just ten days before the 24-hour race the PTI had the misfortune of suffering a fall during a night-time training ride, resulting in hospital treatment.

"The race itself is extremely physically and mentally demanding and you have to find the right balance of going as fast as you can without completely running out of energy," Sean explained.

"Sleep deprivation was also hideous and I almost fell asleep twice on the bike during the night-time due to tiredness and fatigue."

"However my support crew were fantastic and even managed to provide me with a full cooked breakfast at 0200hrs in the morning, which picked me up."

Garry added: "Up until my knee gave way I was doing pretty well. I took a couple of painkillers and carried on."

"I was averaging about 19.5 miles per hour and, in the 24 hours, I was off the bike for just 20 minutes."

We have lift off at Nelson

HMS Nelson played host to the first Royal Navy/Royal Marines bench press/dead lift championships – two of the three disciplines in powerlifting.

The contest was open to all personnel across the weight categories and was well attended. Competitors were allowed three lifts in each discipline with the aim being to reach a final maximum lift to contribute to an overall total.

Many competitors lifted beyond expectations – and in doing so either equalled or surpassed some RN/RM records.

The best overall lifter of the day was PO(PT) Sean Cole (Nelson) in the 67.5kg class with an impressive lift of 355kg.

Other winners were: 75kg – Sgt Paul Redpath (100kg/165kg); 82.5kg – Sgt Micky Yule (160kg/202.5kg); 90kg – L/Cpl Rob Cooper (120kg/245kg); 100kg – Lt Cdr Simon Wynn (162.5kg/175kg); 110+kg – Lt Adam Cooper (135kg/210kg).

With a core of keen and dedicated lifters, the RN will be able to send a very competitive team to the Inter-Services powerlifting competition later this year.

Dates of future events and more details about the sport at www.royalnavypowerlifting.co.uk

Next month



Sailors wouldn't give a XXXX for any other exchange programme – Long Look Down Under



Birth of the carrier and battlebags – concluding part of our Fly Navy 100 special feature



How adventure training added spice to the Taurus trail

Plus All the fun from Navy Days in Devonport



SPORT

● PO Nick Chick (RNAS Culdrose) wriggles free of the Army in the very physical men's competition Picture: Lt Rob Floyd, NETS Portsmouth



Caught in the 'crosse fire

THE RN Lacrosse Association hosted the other Forces and the Police at the annual Inter-Services competition at HMS Temeraire.

More than 80 players took to the field for two days of competition – men's and ladies' tournaments plus a 'just for fun' mixed match.

The RN team, comprising a few experienced players such as Lt Cdr Nige Gates (846 NAS) in goal, relied heavily on a host of beginners and novices from all over the Fleet.

AB Aaron O'Connor (Daring) and LETs Dan Hill and Chris Clements (Liverpool) had only received a couple of hours' tuition prior to representing the RN and performed magnificently.

Faced with experienced players from the Army and Police and a very well-drilled RAF side, the RN team demonstrated huge physical commitment putting their bodies on the line in the full contact sport.

The team managed to rough up the RAF and break the stride of the Army, but the lack of tactical experience showed and the both Services managed beat the RN.

The Police were in a league of their own, running out as overall winners as they have some outstanding players from the Manchester leagues.

However the RN never gave up and high praise was received from the Police when they had learned that 70 per cent of the team had only started playing two weeks before the tournament.

In the ladies competition, the RN were shared out between the Army and RAF teams.

The RAF/RN team ran out winners 11-1 with two RN ladies Surg Lt Maria Coats (Scotia) and Surg Lt Cdr Mel Doherty (Sultan) scoring seven of the goals!

AB Charlie Lewis (Endurance), a complete beginner, also managed to get some excellent game time demonstrating natural talent around the pitch.

More information from Lt Dan Weil at daniel.weil568@mod.uk.

Heaven 17 at SW19

AFTER weeks of seemingly continuous rain, the sun eventually came out at SW19 (aka Wimbledon) for the Inter-Services A Tennis Championships at the beginning of August.

Navy tennis too saw a very large black cloud disappear over the horizon and brightness emerged in the form of a squad full of intense grit, determination and confidence, writes Lt Richie Moss.

After years in the wilderness, the men's team finally brought home the trophy – a feat not accomplished since 1992.

Additionally, the women's veterans convincingly won their competition and the women's team came within a whisker of snatching the trophy from the Army. Overall, this was an outstanding performance from an in-form Navy squad which completely dominated the Inter-Services.

On day one, the women's captain Lt Cdr Katharine Rackham took the bull by the horns and won both her rubbers. Victories from Surg Lt Cdr Jo Cooke and Surg Lt Lara Herbert took the women to four rubbers going into day two, equal to the Army and three ahead of the RAF – their best performance in years.

The men's team got off to a tremendous start too. Rookie ET Scott Nicholls, a Phase 2 trainee at Collingwood and former Scottish junior champion, impressed with his speed and accuracy around the court.

The 19-year-old from Dundee, who only joined the Navy in April, said that he had been extremely nervous about playing his first match for the RN at Wimbledon.

Despite that, he won both his rubbers, as did stalwart Navy captain, 38-year-old CPO(PT) Steve Losh, who gave a masterclass performance. At the end of the first day, the RN men were narrowly ahead of the Army (three) and RAF (two) on four rubbers.

On the second day the heavens opened and it looked unlikely that there would be any tennis on the hallowed turf.

Play moved inside and new rules

came into force. Sudden death replaced the advantage point and the third set was removed in favour of a ten-point championship tie-break.

Cooke and Herbert secured their first win for the women taking their tally to five rubbers.

The men too started in good form. The pairing of Losh and Nicholls gained an easy victory over their Army opponents putting them on five rubbers.

By early afternoon play returned to the grass courts, but the amended rules still applied.

Capt Simon Brand and Mid Simon Mayell went into their second match on the grass determined to make amends for their earlier defeat and easily disposed of the Army pairing putting them on six rubbers, one ahead of their nearest Army rivals.

First on the grass for the women were Lt Cdr Rackham and Lt Kate Scott who levelled the championship with the Army by winning their sixth rubber. Cooke and Herbert took the Navy into the lead by winning their seventh rubber and with only two more matches to play, tension was high.

AET Sarah-Jane Pritchard and Lt Eleanor Stack couldn't quite overcome the Army pairing which meant the Army had tied the championships on seven rubbers, but had won overall based the greatest number of sets won over the two days – 16 sets compared to the RN's tally of 15.

As the women's championships came to a close, nervousness and excitement rippled from one end of Wimbledon to the courts outside No.1 Court for the remaining fixtures of the men's Championship.

There were four matches left and the scores were tight: RN (six), Army (five) and RAF (three). The Navy needed only two more victories to secure trophy.

On court for their first match



● Cpl Adrian Talbot powers a shot during his doubles rubber against the RAF Picture: LA(Phot) Caroline Davies, FRPU East

against the RAF came the Royal Marine pairing of Cpls Adrian Talbot and Greg Andrews. Both players have years of experience and competitive tennis behind them: Talbot was a top-five national in Australia as a junior and Andrews was in the Zimbabwe Davis Cup squad at the age of 20.

The match was all square at one set apiece and in a nail biting tie-break the pair eventually lost out (11-9) after having been one point away from victory on (9-6).

The RAF did the Navy a favour by beating the Army in their final game and so it came to Losh and Nicholls to grind out a victory.

Things were not looking good

after losing the first set, but in a highly-charged second set, the Navy pairing stamped their authority on the championships.

A rallying call was needed and both raised their game beyond anyone's expectation, producing some of the most remarkable shots of the championship. Eventually they pounded the RAF's No.1 seeds into submission winning the championship tie-break (10-3).

Overcome with emotion, PO Losh said: "I'm very proud of the team's performance and of their spirit which enabled us to win this tournament. To win this after 17 years and with such a great group

Continued on page 47

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See page 39 for information on the exciting new opportunities available now.

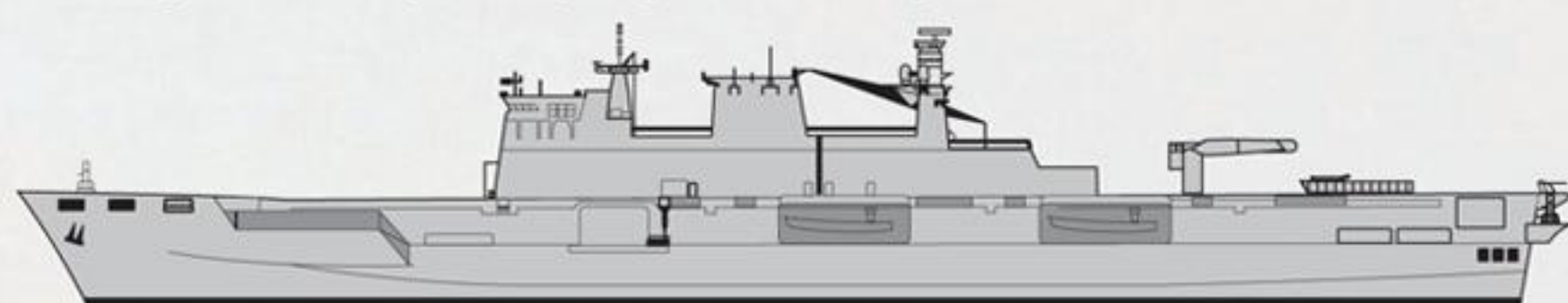


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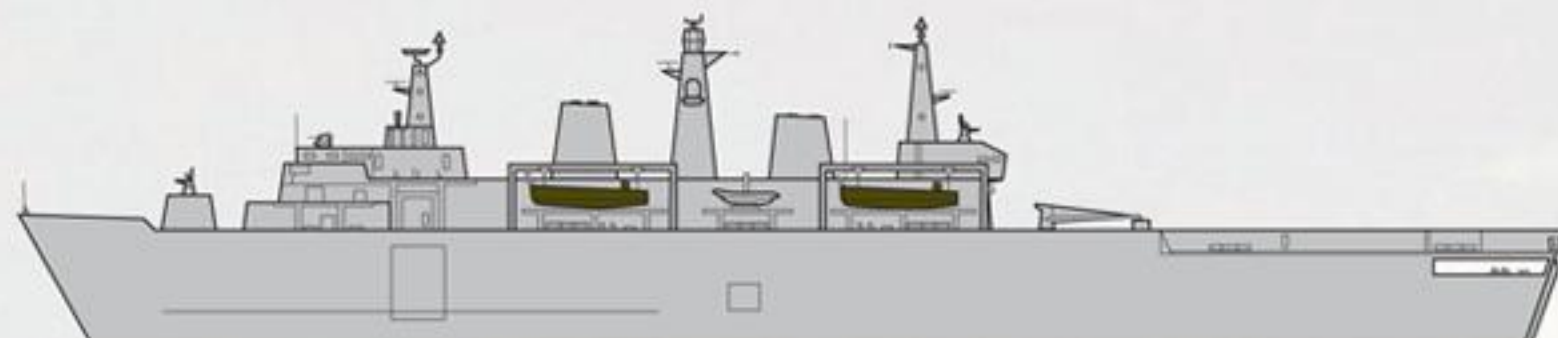
Devonport Flotilla

Landing Platform (Helicopter) assault ship



OCEAN	L12	Displacement	20,500 tonnes
		Length	203m
		Beam	28.5m
		Armament	Phalanx gun system, close-range guns, assault squadron, embarked military force

Landing Platform (Dock) assault ships



ALBION	L14	Displacement	19,500 tonnes
BULWARK	L15	Length	176m
		Beam	30m
		Armament	Goalkeeper gun system, close-range guns, assault squadron, embarked military force

Coastal survey vessels



ROEBUCK	H130	Displacement	
		Length	
		Beam	

Type 23 frigates



ARGYLL	F231	SUTHERLAND	F81	Displacement	3,500 tonnes
MONMOUTH	F235	SOMERSET	F82	Length	133m
MONTROSE	F236	PORTLAND	F79	Beam	16.2m
NORTHUMBERLAND	F238			Armament	114mm gun, Harpoon missiles, anti-submarine torpedoes, Goalkeeper gun system, close-range guns, SeaWolf missiles, Lynx or Merlin helicopter

Type 22 frigates



CORNWALL	F99	Displacement	4,600 tonnes
CUMBERLAND	F85	Length	148m
CAMPBELTOWN	F86	Beam	14.7m
CHATHAM	F87	Armament	114mm gun, Harpoon missiles, SeaWolf missiles, anti-submarine torpedoes, Goalkeeper gun system, close-range guns, Lynx helicopter

SCOTT

Portsmouth Flotilla

Aircraft carriers



ILLUSTRIOUS	R06	Displacement	20,000 tonnes
ARK ROYAL	R07	Length	210m
		Beam	36m
		Armament	Goalkeeper or Phalanx gun systems, close-range guns, air group

Type 45 destroyers



DARING	D32	Displacement	7,350 tonnes
DAUNTLESS	D33	Length	152.4m
DIAMOND (building)	D34	Beam	21.2m
DRAGON (building)	D35	Armament	Principal
DEFENDER (building)	D36	Aster missile, 114m g	
DUNCAN (building)	D37	surface-ship torpedo	
		Merlin helicopter	

Type 23 frigates



LANCASTER	F229	Displacement	3,500 tonnes
IRON DUKE	F234	Length	133m
WESTMINSTER	F237	Beam	16.2m
RICHMOND	F239	Armament	114mm gun, Harpoon missiles, anti-submarine torpedoes, Goalkeeper gun system, close-range guns, SeaWolf missiles, Lynx or Merlin helicopter
KENT	F78		
ST ALBANS	F83		

Antarctic ice-ship



ENDURANCE	A171	Displacement	7,300 tonnes
		Length	91m
		Beam	17m

Faslane Flotilla

Vanguard-class ballistic missile submarines



VANGUARD	Displacement	16,000 tonnes
VICTORIOUS	Length	149.5m
VIGILANT	Beam	12.8m
VENGEANCE	Armament	Trident D5 missiles, torpedoes

Astute-class Fleet submarines



ASTUTE (building)	Displacement	
AMBUSH (building)	Length	
ARTFUL (building)	Beam	
AUDACIOUS (building)	Armament	

Royal Fleet Auxiliary Flotilla

Support tankers



BAYLEAF	A109	Displacement	40,870 tonnes
ORANGELEAF	A110	Length	170.7m
		Beam	25.9m



WAVE KNIGHT	A389
WAVE RULER	A390

Fleet replenishment ships



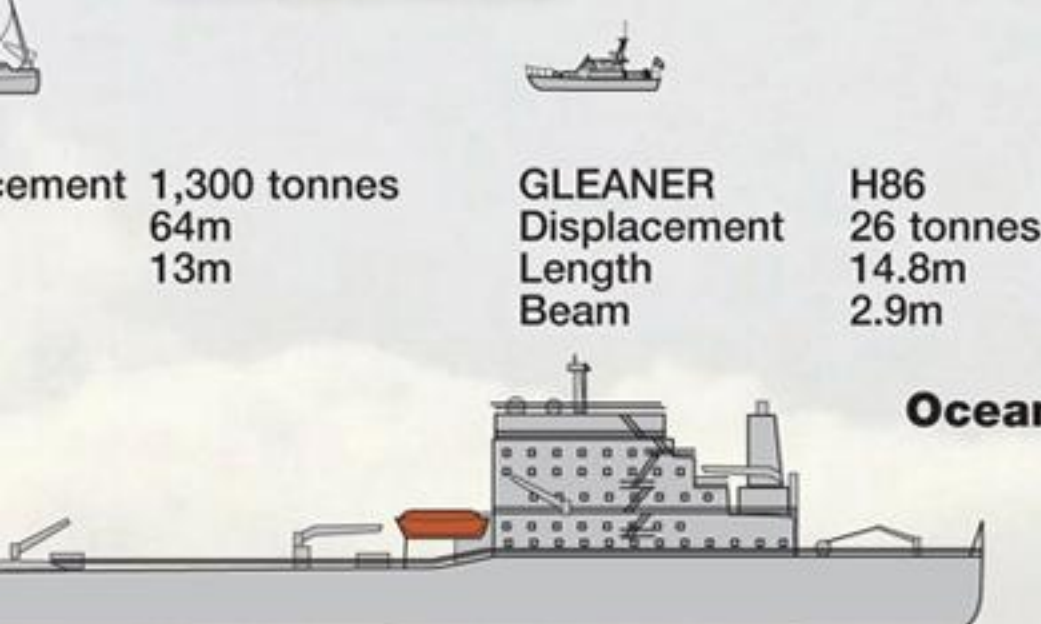
FORT ROSALIE	A385	Displacement	23,482 tonnes
FORT AUSTIN	A386	Length	185m
		Beam	24m



FORT VICTORIA	A387
FORT GEORGE	A388



SHIPS OF THE FLEET



Displacement 1,300 tonnes
Length 64m
Beam 13m

GLEANER H86
Displacement 26 tonnes
Length 14.8m
Beam 2.9m

Ocean survey ships



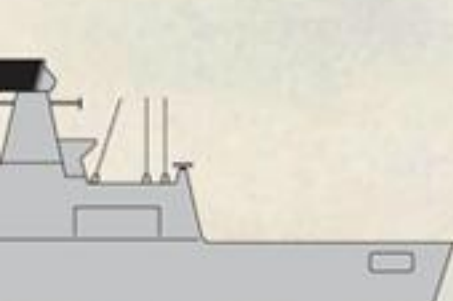
ECHO H87
ENTERPRISE H88
Displacement 3,470 tonnes
Length 90m
Beam 16.8m

Trafalgar-class Fleet submarines



TRAFALGAR
TURBULENT
TIRELESS
TORBAY
TRENCHANT
TALENT
TRIUMPH

Displacement 5,000 tonnes
Length 85.4m
Beam 9.8m
Armament Tomahawk land attack missiles, torpedoes

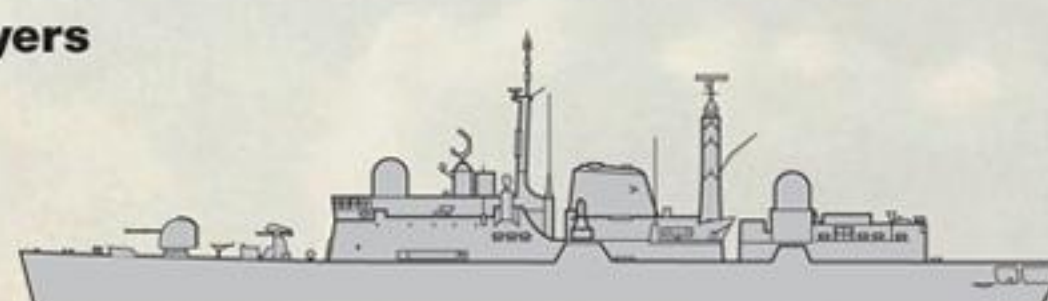


Displacement 3,880 tonnes
Length 139m
Beam 15.2m
Armament 114mm gun, Sea Dart, Phalanx gun system, anti-submarine torpedoes, close-range guns, Lynx helicopter

Type 42 destroyers

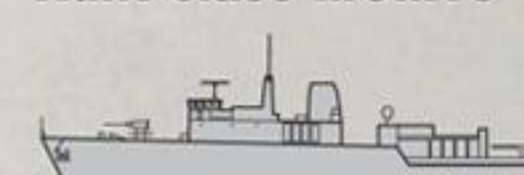


MANCHESTER D95
GLOUCESTER D96
EDINBURGH D97
YORK D98
Displacement 3,880 tonnes
Length 139m
Beam 15.2m
Armament 114mm gun, Sea Dart, Phalanx gun system, anti-submarine torpedoes, close-range guns, Lynx helicopter



NOTTINGHAM D91
LIVERPOOL D92
Displacement 3,560 tonnes
Length 125m
Beam 14.6m
Armament 114mm gun, Sea Dart, Phalanx gun system, anti-submarine torpedoes, close-range guns, Lynx helicopter

Hunt-class MCMVs



LEDBURY M30
CATTISTOCK M31
BROCKLESBY M33
MIDDLETON M34
CHIDDINGFOLD M37
ATHERSTONE M38
HURWORTH M39
QUORN M41
Displacement 685 tonnes
Length 57m
Armament 30mm close range gun, remote control mine disposal system

River-class patrol ships



TYNE P281
SEVERN P282
MERSEY P283
Displacement 1,677 tonnes
Length 79.5m
Beam 13.6m
Armament 20mm close-range gun



CLYDE P257
Displacement 1,847 tonnes
Length 81.5m
Beam 13.6m
Armament 30mm close-range gun

Patrol Boats



SCIMITAR P284
SABRE P285
Displacement 26 tonnes
Length 16m
Beam 4.4m



EXPRESS P163
EXAMPLE P165
EXPLORER P164
EXPLOIT P167
RANGER P293
TRUMPETER P294
BLAZER P279
PUNCHER P291
ARCHER P264
BITER P270
SMITER P272
PURSUER P273
TRACKER P274
RAIDER P275
DASHER P280
CHARGER P292

Displacement 40 tonnes
Length 20m
Beam 5.8m

Swiftsure-class Fleet submarines



SCEPTRE
Displacement 5,000 tonnes
Length 82.9m
Beam 10.1m
Armament Tomahawk land attack missiles, torpedoes

Sandown-class MCMVs



WALNEY M104
PENZANCE M106
PEMBROKE M107
GRIMSBY M108
BANGOR M109
BLYTH M111
SHOREHAM M112
RAMSEY M110
Displacement 450 tonnes
Length 52.7m
Beam 10.5m
Armament 30mm close-range gun, remote control mine disposal system

Landing Ship Dock (Auxiliary) amphibious ships



Displacement 31,000 tonnes
Length 196m
Beam 27.8m
Armament Phalanx gun systems, 30mm close-range guns



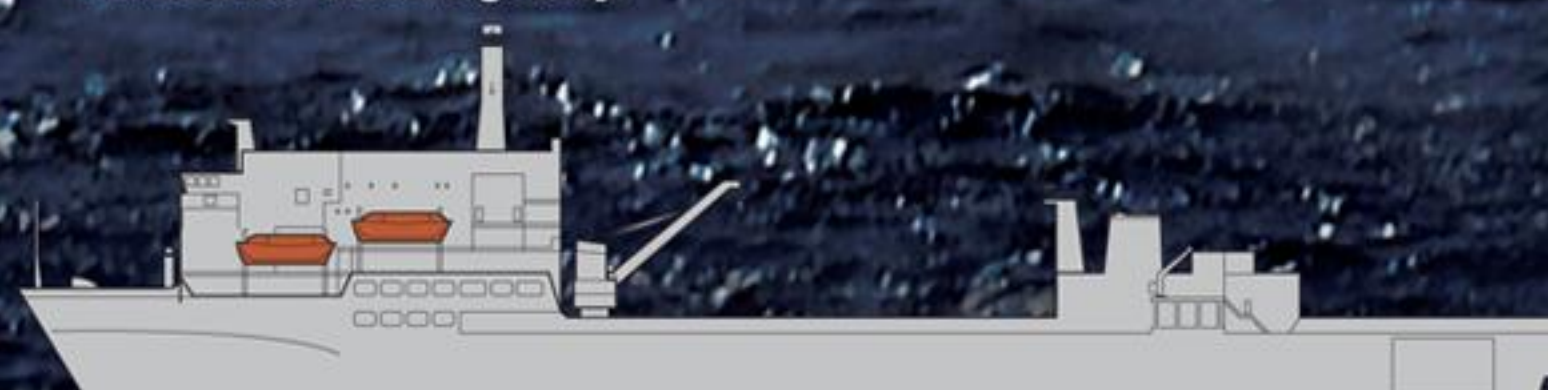
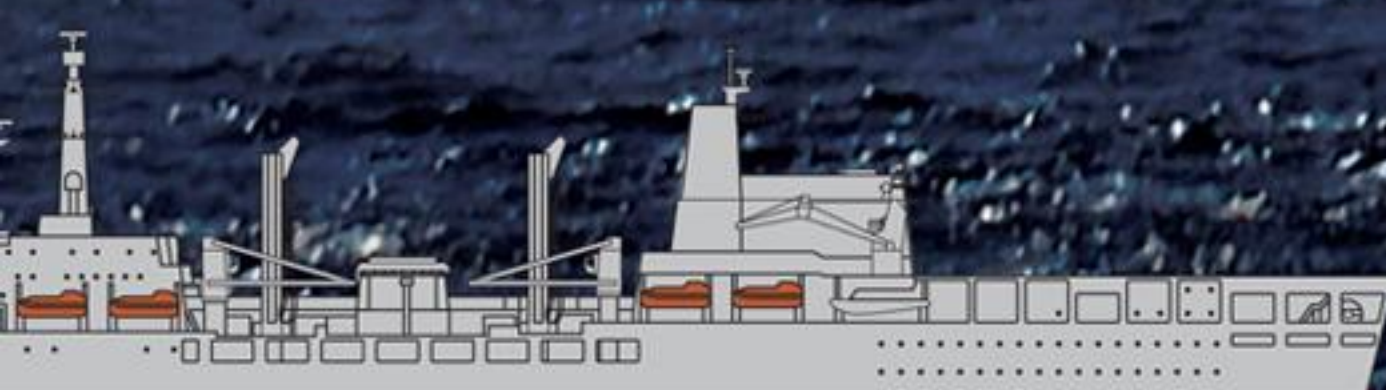
LARGS BAY L3006
LYME BAY L3007
MOUNTS BAY L3008
CARDIGAN BAY L3009
Displacement 16,160 tonnes
Length 176m
Beam 26.4m
Armament Close-range guns

Small fleet tankers



GOLD ROVER A271
BLACK ROVER A273
Displacement 11,522 tonnes
Length 140.6m
Beam 19.2m

Aviation training ship

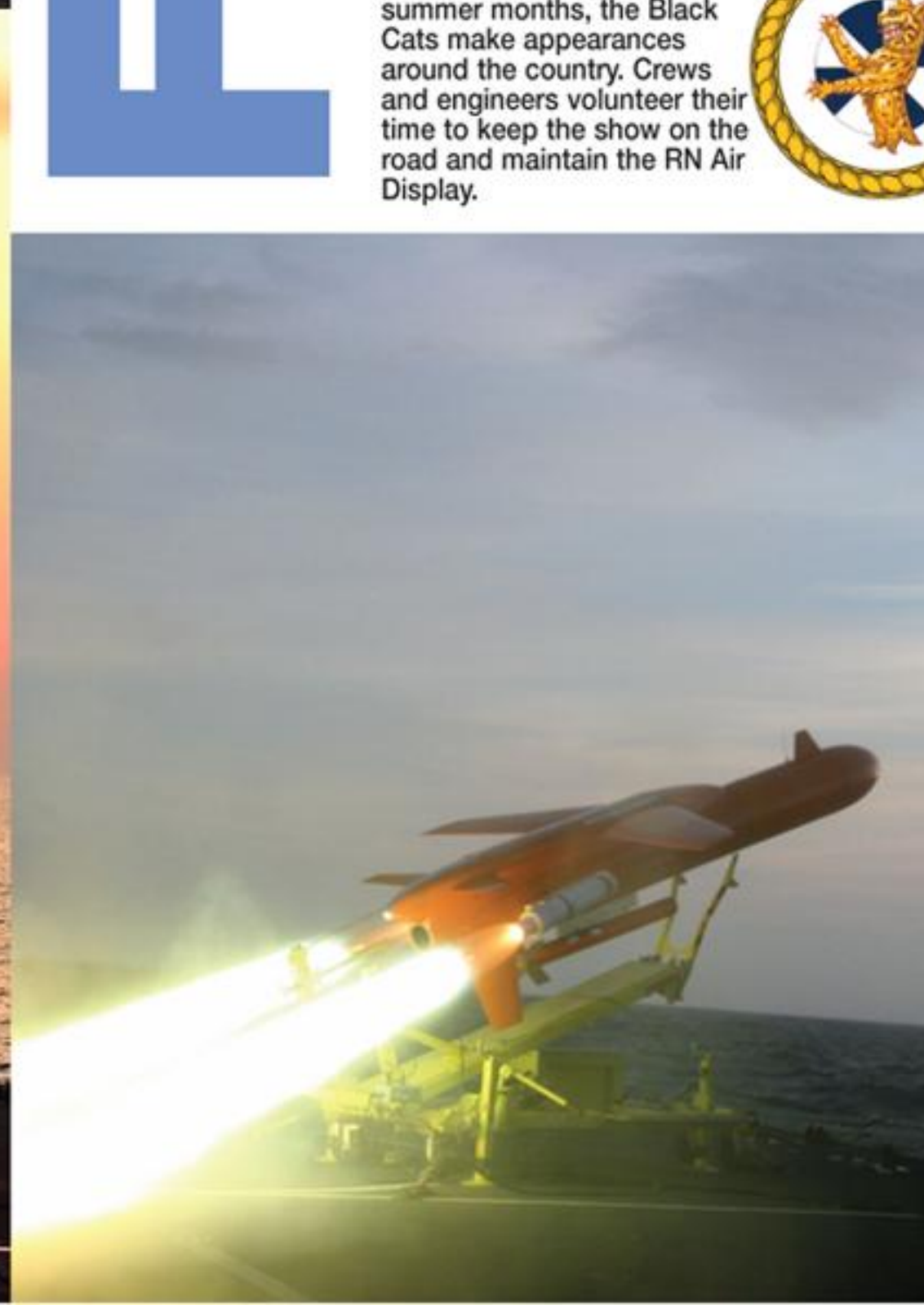


ARGUS A135
Displacement 28,080 tonnes
Length 175m
Beam 30m

Forward repair ship



DILIGENCE A132
Displacement 10,765 tonnes
Length 112m
Beam 20.5m



Fleet Air Arm

Unit: 700W Naval Air Squadron
Motto: *experientia docet* – Experience teaches
Location: RNAS Yeovilton
Role: Lynx Wildcat Fielding Squadron
Date formed: January 21 1940 with 40 Supermarine Walrus, 12 Swordfish and 11 Seafox

Current aircraft: The first Lynx Wildcat is due to take its initial flight in November 2009, and Wildcats will arrive with 700W from 2013.
Historic aircraft: Walrus; Swordfish I/SP, II, III; Seafox I; Kingfisher I; Fulmar I, II; Albacore I; Avenger I, II; Barracuda II, TRIII; Corsair I, III; Dauntless I; Defiant TTIII; Firebrand TFIII, TFV; Firefly I, TT4; Harvard III; Hellcat I, II; Helldiver I; Hurricane IIc; Sea Hurricane IIb; Master II; Mosquito FBVI; Oxford; Reliant I; Seafire Ib, IIc, III, XV, FR45; Seamew and AS1; Sea Otter I; Tiger Moth II; Walrus II; Wildcat IV, V, VI; Barracuda V; Sea Fury F10, FB11; Anson 1; Attacker FB2; Avenger AS5; Dragonfly HR1; Gannet AS1, T2, AS4; Meteor TT20, T7; Scimitar F1; Sea Hawk F1, F2, FB3, FGA4, FB5, FGA6; Sea Vampire F20, T22; Sea Venom FAW20, FAW21; Whirlwind HAR1, HAR3, HAS7; Wyvern S4; Sea Harrier FRS1; Buccaneer S2; Hunter T8; Wessex HAS1, HAS3; Lynx HAS2, HAS3; Phantom FG1; Sea King HAS1; Wessex HU5; Wasp HAS1; P531-O/N Wasp; Sea Vixen FAW1; Sea Prince T1; Dominie 1

Battle Honours:
River Plate 1939
Norway 1940
Spartivento 1940
Atlantic 1940-41
Matapan 1941
East Indies 1941
Mediterranean 1942
North Africa 1942-43
Normandy 1944



Unit: 702 Naval Air Squadron
Motto: *cave unguis felis* – Beware the claws of the cat
Location: RNAS Yeovilton
Role: Training Lynx aircrew and maintainers
Date formed: July 15 1936 to operate from the ships of the 2nd Battle Squadron
Current aircraft: Lynx HAS3 and HMA8; one pilot, one observer
Historic aircraft: Walrus I; Seal; Swordfish I; Seafox I; Sea Hurricane Ib; Harvard IIb; Oxford; Tiger Moth II; Avenger III; Sea Vampire F20; Meteor T7; Vampire FB5, T11/22; Attacker F1; Sea Balliol T21, T22; Sea Prince T1; Lynx HAS 2

Personnel trained: Average 20 aircrew and 115 maintainers, refresher training for another 30 aircrew
Black Cats: 702 NAS parents the award-winning Black Cats Royal Navy Helicopter Display Team. Display crews are drawn from the Pilot and Observer instructing staff and the two aircraft used are unmodified squadron Lynxes. Through the summer months, the Black Cats make appearances around the country. Crews and engineers volunteer their time to keep the show on the road and maintain the RN Air Display.



Unit: 703 Naval Air Squadron
Motto: *experientia docet* – Experience teaches
Location: RAF Barkston Heath, Lincolnshire
Role: Conducts Elementary Flying Training for the Royal Navy, part of the Defence Elementary Flying Training School
Date formed: June 3 1942
Current aircraft: Slingsby Firefly T67 M260
Historic aircraft include: Kingfisher I; Seafox I; Swordfish I/SP; Barracuda II, TRIII; Reliant I; Avenger II, III, TBM, AS4; Anson I; Attacker F1, FB1, FB2; Meteor F8; Sea Balliol T21; Blackburn YA8; Corsair II; Dominie I; Firebrand TFIII, TFIV, TF5, TF5a; Firefly FR1, FR4, 5; Sea Fury F10, FB11, T20; Gannet AS1; Sea Hawk F1, FB3; Hellcat I, II; Sea Hornet F20, NF21, PR22; Hoverfly I; Meteor 3, T7; Mosquito FBVI, PR16, Sea Mosquito TR33, TR37, TT39; Oxford; Seafire F17, F45; Vampire F1, FB5, Sea Vampire F20, F21; Sturgeon TT2; Wyvern S4, Wasp HAS1

Personnel trained: 60 each year



Unit: 705 Naval Air Squadron
Motto: *Expertam Docemus Artem*
Location: RAF Shawbury
Role: Single-engine Advanced Training squadron for all three Services, part of the Defence Helicopter Flying School, providing basic helicopter training for pilots, teaching instrument flying, navigation, night-flying and search and rescue techniques
Date formed: June 1936
Current aircraft: Eurocopter Squirrel HT1 helicopter
Historic aircraft include: Shark II/SP; Swordfish I/SP, III; Hoverfly I, II; Skeeter 3; Dragonfly HR1, HR3, HR5; Hiller HT1, HT2; Sikorsky S55; Whirlwind HAS22, HAR1, HAR3, HAS7; Wasp HAS1; Gazelle HT2



Unit: 727 Naval Air Squadron
Motto: *regere mare regite caelum* – To rule the sea, one must rule the sky
Location: RNAS Yeovilton
Role: To grade young RN and RM officers to assess suitability for further training with FAA
Date formed: May 26 1943 at North Front, Gibraltar
Current aircraft: Grob G115D2 two-seat single-engine aircraft
Historic aircraft include: Defiant TT1; Hurricane IIc; Swordfish II; Tiger Moth T2; Seafire XVII; Harvard IIa, IIb, III; Oxford I; Firefly FR4; Sea Balliol T21; Sea Prince T1; Sea Vampire T22; Dragonfly HR5; Sea Devon C20

Personnel trained: 70 each year



Unit: 750 Naval Air Squadron
Motto: Teach and strike
Location: RNAS Culdrose
Role: To train FAA Observers
Number of personnel: 27
Date formed: May 24 1939
Current aircraft: Jetstream T2
Historic aircraft include: Shark II; Albacore I; Barracuda II, TR3; Harvard; Anson I; Sea Prince T1; Firefly T7; Oxford I; Sea Vampire T22; Sea Venom FAW21, FAW22; Sea Devon C20; Jetstream T1, T2, T3

Personnel trained: 30 each year



Unit: 771 Naval Air Squadron
Motto: *non nobis solum* – Not unto us alone
Location: RNAS Culdrose
Role: Search and Rescue (SAR), military and civilian; Sea King training
Operating area: Cornish Peninsula, Isles of Scilly, Western English Channel and Southwest Approaches out to 200 nautical miles
Date formed: May 24 1939 at Lee on Solent
Current aircraft: Sea King HU5 with a typical crew of four – two pilots, observer, and winchman
Historic aircraft include: Swordfish; Henley II; Walrus I; Skua II; Roc I; Albacore I; Blenheim I, IV; Sea Gladiator; Maryland; Defiant TT1; Chesapeake I; Proctor Ia; Lysander TTIII; Martinet TT1; Havoc I; Boston II, III; Hurricane FBIIIc; Sea Otter; Corsair II, III; Wildcat IV, V, VI; Oxford I; Hellcat I; Hoverfly I, II; Seafire III, F15, F45, F46; Anson 1; Harvard T2b; Mosquito FB6, PR16, B25, PR34, TT39; Sea Mosquito TR33, TR37; Sea Hornet FR20, NF21; Sea Fury T20; Meteor T7; Sea Vampire F20, F21; Sturgeon TT2; Firefly FR1, T1, T2, TT4, TT5, AS6; Dragonfly HR5; Wasp P531, HAS1; Whirlwind HAR1, HAR3, HAS7, HAS22; Wessex HAS1, HU5; Chipmunk T10; Sea Devon C20

SAR statistics: In 2008 they flew 201 SAR missions, and went to the aid of 166 people



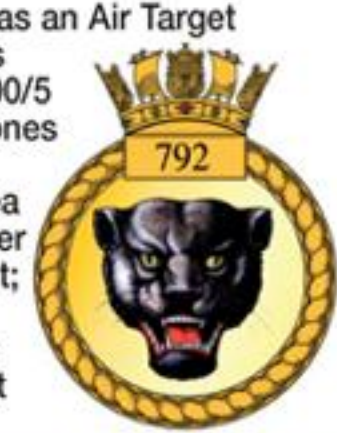
Unit: HMS Gannet
Location: Prestwick, south-west Scotland
Role: Search and Rescue (SAR), military and civilian
Operating area: North to Ben Nevis, south to the Isle of Man and the Lake District, east to Edinburgh and the Borders, west to Northern Ireland and 200 miles west of Ireland over the North Atlantic
Date formed: Gannet SAR Flight formed with the decommissioning of 819 NAS on November 1 2001
Current aircraft: Sea King HU5 with a typical crew of four – two pilots, observer, aircrewman who had medical training up to paramedic level
SAR statistics: 382 call-outs to the rescue of 347 people in 2008 – the busiest of the 12 SAR units in the UK for the second year running

Unit: 814 Naval Air Squadron
Motto: *in hoc mundo non regit* – In this world, we conquer
Location: RNAS Culdrose
Role: Anti-submarine warfare (ASW), additional tasks and tactical training
Date formed: 1940
Current aircraft: Sea King HU5
Historic aircraft include: Swordfish I; EPR1, FR4, 5, AS4, AS5; Gannet AS1, HAS1, HAS3; HAS2/2a, HAS3



Unit: 792 Naval Air Squadron
Motto: *sapientia vincit tenebras* – Wisdom conquers darkness
Location: RNAS Culdrose
Role: To provide unmanned drones used for high seas firing exercises to provide realistic training in air-to-surface and air-to-air combat. The drone can be controlled by a ship or shore-based operator
Date formed: August 1949 as an Air Target Unit with six Rocs and Skuas
Current aircraft: Mirach 100/5 unmanned high subsonic drones
Historic aircraft include: Roc ITT; Skua II; Master I; Sea Gladiator; Proctor Ia; Lysander III; Fulmar II; Whitney Straight; Defiant TTIII; Martinet TT1; Sea Hurricane Ia; Firefly MFI; Anson I; Oxford I; Sea Hornet NF21

Unit: 815 Naval Air Squadron
Motto: *Strike*
Location: RNAS Culdrose
Role: Provide operational maintenance and destroyed
Date formed: 1940
Current aircraft: Sea King HU5
Historic aircraft include: Albacore I; Fulmar II; Wildcat VI; Firefly FR1, FR4, 5, AS4, AS5; Gannet AS1, HAS1, HAS3; HAS2/2a, HAS3



Unit: 814 Naval Air Squadron
Motto: *in hoc mundo non regit* – In this world, we conquer
Location: RNAS Culdrose
Role: Anti-submarine warfare (ASW), additional tasks and tactical training
Date formed: 1940
Current aircraft: Sea King HU5
Historic aircraft include: Swordfish I; EPR1, FR4, 5, AS4, AS5; Gannet AS1, HAS1, HAS3; HAS2/2a, HAS3
Battle honours: Atlantic

Unit: 815 Naval Air Squadron
Motto: *Strike*
Location: RNAS Culdrose
Role: Provide operational maintenance and destroyed
Date formed: 1940
Current aircraft: Sea King HU5
Historic aircraft include: Albacore I; Fulmar II; Wildcat VI; Firefly FR1, FR4, 5, AS4, AS5; Gannet AS1, HAS1, HAS3; HAS2/2a, HAS3
Battle honours: Atlantic

Unit: 815 Naval Air Squadron
Motto: *Strike*
Location: RNAS Culdrose
Role: Provide operational maintenance and destroyed
Date formed: 1940
Current aircraft: Sea King HU5
Historic aircraft include: Albacore I; Fulmar II; Wildcat VI; Firefly FR1, FR4, 5, AS4, AS5; Gannet AS1, HAS1, HAS3; HAS2/2a, HAS3
Battle honours: Atlantic



1 Strike Wing comprising
00 and 801
squadrons
AF Cottesmore
strike squadron
craft: Harrier
GR9, GR9A
nunquam non
er unprepared
on les aura – We

craft include: Nimrod I, II; Osprey;
II; Gladiator I; Roc I; Fulmar I, II;
e la, IIb, IIc; Hellcat I, II; Seafire
II, FXV, FXVII, FR47; Attacker F1,
a Hawk FB3, FGA4, FGA6; Scimitar
r S1, S2; Sea Harrier FRS1, FA2;
Sea Gladiator; Spitfire Va, Vb; Sea
F20; Sea Fury FB11, T20

Battle honours:
1940-44
1940-41
1940
1941-42
1941
1942
1942
1944
1944
1944
1945
1945
1945
1945
1950
1982

Naval Air Squadron
Motto: signo vincas – In this sign you
AS Culdrose
bmarine and anti-surface warfare.
ks include surveillance, troop
transport, replenishment, casualty

craft include:
Barracuda II; Firefly
AS6; Avenger
Gannet AS4, T2;
S7; Wessex
Sea King HAS1,
S5, HAS6
urs:
1940

Naval Air Squadron
Motto: non effugient – They shall not escape
Location: RNAS Yeovilton
Role: To provide single aircraft flights for six
Type 23 frigates to carry out anti-submarine and
anti-surface warfare
Date formed: June 15 1940 at Ford with nine
Albacores for torpedo spotting reconnaissance work
Current aircraft: Merlin HM1 helicopters
Historic aircraft include: Albacore I;
Swordfish I, II; Barracuda II;
Whirlwind HAR1, HAS7, HAR9;
Wasp HAS1; Wessex HAS1, HAS3,
HU5; Lynx HAS2, HAS3
Battle honours:
Matapan 1941
Mediterranean 1941
East Indies 1941
Diego Suarez 1942
Norway 1944
Falkland Islands 1982
Kuwait 1991

Naval Air Squadron
Motto: accipe hoc – Take that
Location: RNAS Yeovilton
Role: To train Sea King HC Mk4 Commando
helicopter aircrew; to provide support for
counter-terrorism operations.
Date formed: 1943 with 12 Avenger I aircraft
on HMS Siskin
Current aircraft: Sea King HC4 and HC4+
Historic aircraft include: Avenger I, II;
Swordfish I; Whirlwind HAR21,
HAR1, HAS22, HAS7; Wasp
HAS1; Wessex HU5
Personnel trained: up to 60
pilots and aircrewmen; 150
maintainers each year
Battle honours:
Norway 1944
Okinawa 1945
Japan 1945
Falkland Islands 1982
Kuwait 1991

Unit: 820 Naval Air Squadron
Motto: tutamen et ultor – Safeguard and
avenger
Location: RNAS Culdrose
Role: Anti-submarine and anti-surface warfare
Date formed: April 3 1933
Current aircraft: Merlin HM1
Historic aircraft include: Fairey IIIF; Seal;
Shark I, II; Baffin; Swordfish I; Battle; Albacore
I; Barracuda II; Avenger I, II; Firefly AS5, AS6;
Avenger AS4; Gannet AS1, T2; Whirlwind HAS7;
Wessex HAS1, HAS3; Sea King HAS1, HAS2,
HAS5, HAS6
Battle honours:
Norway 1940-44
Taranto 1940
Mediterranean 1940
'Bismarck' 1941
Atlantic 1941
North Africa 1942-43
Malta Convoys 1943
Salerno 1943
Sicily 1944
Palembang 1944
East Indies 1945
Okinawa 1945
Japan 1945
Falkland Islands 1982

Unit: 824 Naval Air Squadron
Motto: spectat ubique spiritus – Behold the
wind from all around
Location: RNAS Culdrose
Mission: To ensure the delivery of all Merlin
courses to the standards expected for the
front-line by providing correct, relevant and
streamlined training for pilots, observers,
aircrewmen and engineers
Role: In addition to its training role, the
squadron is capable of carrying out all the roles
of the other front-line squadrons
Date formed: April 3 1933 as a Spotter
Reconnaissance Squadron
Current aircraft: Merlin HM1 helicopters
Historic aircraft include: Fairey IIIF;
Swordfish I, II; Seal; Sea Hurricane IIc; Wildcat
V; Barracuda II; Firefly FR1, AS6; Avenger TBM-
3E, AS4; Gannet AS1, T2, AS4; Whirlwind HAS7;
Sea King HAS1, HAS2, HAS2(AEW), HAS5, HAS6
Training statistics: Two courses of five
aircrews run each year (pilot,
observer, aircrewman).
Engineering and refresher courses
also run throughout the year.
Battle honours:
Calabria 1940
Mediterranean 1940
Taranto 1940
Libya 1940-41
Malta Convoys 1942
Arctic 1944
Falklands 1982

Unit: 845 Naval Air Squadron
Motto: audio hostem – I hear the enemy
Location: RNAS Yeovilton
Role: To provide 3 Commando Brigade Royal
Marines with tactical transport and load-lifting
helicopters. Five independent Flights, that may
be sent to any theatre of operations worldwide
at short notice
Date formed: February 1 1943 with Grumman
Avenger
Current aircraft: Sea King
HC4, HC4+ Historic aircraft
include: Grumman Avenger I;
Wildcat V; Whirlwind HAS22,
HAR3, HAS7; Wessex HAS1,
HU5; Hiller HT2; Wasp HAS1
Battle honours:
East Indies 1944-45
Burma 1945
Falkland Islands 1982
Kuwait 1991
Al Faw 2003

Unit: 846 Naval Air Squadron
Motto: semper instans – Always threatening
Location: RNAS Yeovilton
Role: To provide 3 Commando Brigade Royal
Marines with tactical transport and load-lifting
helicopters. Five independent Flights, that may
be sent to any theatre of operations worldwide
at short notice
Date formed: April 1 1943 with Grumman
Avenger as a torpedo bomber reconnaissance
unit
Current aircraft: Sea King
HC4, HC4+
Historic aircraft include:
Grumman Avenger I, II; Wildcat
V, VI; Whirlwind HAS7; Wessex
HU5; Sea King HC4
Battle honours:
Norway 1944-45
Atlantic 1944
Normandy 1944
Arctic 1944-45
Falkland Islands 1982
Kuwait 1991

Unit: 847 Naval Air Squadron
Motto: ex alto concutimus – We strike from on
high
Location: RNAS Yeovilton
Role: To provide armed reconnaissance and
direction of supporting arms capability, primarily
in support of 3 Cdo Bde RM worldwide
Date formed: September 1 1995 – however
history pre-dates to August 12 1968 as 3
Commando Brigade Air Squadron
Current aircraft: Army-owned
Lynx AH Mk7
Historic aircraft include:
Barracuda II; Gannet AS1, AS4;
Whirlwind HAS7; Wessex HU5
Battle honours:
East Indies 1944
Falkland Islands 1982
Al Faw 2003

Unit: 848 Naval Air Squadron
Motto: accipe hoc – Take that
Location: RNAS Yeovilton
Role: To train Sea King HC Mk4 Commando
helicopter aircrew; to provide support for
counter-terrorism operations.
Date formed: 1943 with 12 Avenger I aircraft
on HMS Siskin
Current aircraft: Sea King HC4 and HC4+
Historic aircraft include: Avenger I, II;
Swordfish I; Whirlwind HAR21,
HAR1, HAS22, HAS7; Wasp
HAS1; Wessex HU5
Personnel trained: up to 60
pilots and aircrewmen; 150
maintainers each year
Battle honours:
Norway 1944
Okinawa 1945
Japan 1945
Falkland Islands 1982
Kuwait 1991

Unit: 849 Naval Air Squadron
Motto: primus video – The first to see
Location: RNAS Culdrose
Role: To provide operational and continuation
training for the front-line airborne surveillance
and control squadrons
Date formed: August 1 1943 with 12 Grumman
Avenger
Current aircraft: Sea King ASaC7 (Airborne
Surveillance and Control)
helicopters
Historic aircraft include:
Avenger I, II; Skyraider AEW1;
Gannet AEW3, AS4, COD4, T5;
Sea King AEW2
Battle honours:
Normandy 1944
East Indies 1945
Palembang 1945
Okinawa 1945
Japan 1945

Unit: 854 Naval Air Squadron
Motto: audentes fortuna iuvat – Fortune favours
the brave
Location: RNAS Culdrose
Role: To provide airborne surveillance and
control
Date formed: November 15
1943
Current aircraft: Sea
King ASaC7 (Airborne
Surveillance and Control)
helicopters
Historic aircraft include:
Avenger I, II, III
Battle honours:
Normandy 1944
Palembang 1945
Okinawa 1945

Unit: 857 Naval Air Squadron
Motto: animis opibusque parati – Prepared in
mind and resources
Location: RNAS Culdrose
Role: To provide airborne surveillance and
control
Date formed: April 1 1944
with 12 Grumman Avenger
as a Torpedo Bomber
Reconnaissance squadron
Current aircraft: Sea King
ASaC7 (Airborne Surveillance
and Control) helicopters
Historic aircraft include:
Avenger I, II
Battle honours:
Palembang 1945
Okinawa 1945

Unit: 854 Naval Air Squadron
Motto: audentes fortuna iuvat – Fortune favours
the brave
Location: RNAS Culdrose
Role: To provide airborne surveillance and
control
Date formed: November 15
1943
Current aircraft: Sea
King ASaC7 (Airborne
Surveillance and Control)
helicopters
Historic aircraft include:
Avenger I, II, III
Battle honours:
Normandy 1944
Palembang 1945
Okinawa 1945

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Location: RNAS Culdrose
Role: To provide airborne surveillance and
control
Date formed: April 1 1944
with 12 Grumman Avenger
as a Torpedo Bomber
Reconnaissance squadron
Current aircraft: Sea King
ASaC7 (Airborne Surveillance
and Control) helicopters
Historic aircraft include:
Avenger I, II
Battle honours:
Palembang 1945
Okinawa 1945

Unit: Royal Navy Historic Flight
Location: RNAS Yeovilton
Role: Established in 1972 to preserve Naval
aviation heritage and to be a living memorial to
all Fleet Air Arm personnel
Number of personnel: 16
service and civilian; all pilots
are serving RN or RNR
personnel
Date formed: 1972
Current aircraft: Fairey
Swordfish I, II; Sea Hawk FGA6;
Chipmunk T10
Further information:
www.
royalnavyhistoricflight.org.uk

Unit: 829 Naval Air Squadron
Motto: non effugient – They shall not escape
Location: RNAS Culdrose
Role: To provide single aircraft flights for six
Type 23 frigates to carry out anti-submarine and
anti-surface warfare
Date formed: June 15 1940 at Ford with nine
Albacores for torpedo spotting reconnaissance work
Current aircraft: Merlin HM1 helicopters
Historic aircraft include: Albacore I;
Swordfish I, II; Barracuda II;
Whirlwind HAR1, HAS7, HAR9;
Wasp HAS1; Wessex HAS1, HAS3,
HU5; Lynx HAS2, HAS3
Battle honours:
Matapan 1941
Mediterranean 1941
East Indies 1941
Diego Suarez 1942
Norway 1944
Falkland Islands 1982
Kuwait 1991

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Wasp HAS1; Wessex HAS1, HAS3,
HU5; Lynx HAS2, HAS3
Battle honours:
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Mediterranean 1941
East Indies 1941
Diego Suarez 1942
Norway 1944
Falkland Islands 1982
Kuwait 1991

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Naval Air Squadrons 2009

